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THE THUNDER BAY HISTORICAL SOCIETY

Eighteenth and Nineteenth Annual Reports

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ORGANIZED IN 1919

THE THUNDER BAY HISTORICAL SOCIETY

Eighteenth and Nineteenth Annual Reports

PAPERS OF 1926-27 AND OF 1927-28

ORGANIZED IN 1907

CONTENTS

Officers of Society
Financial Report
President's Address, Mrs. Peter McKellar
Sketch of Peter McKellar by Mrs. F. N. Shenk
Shipping on Lake Superior by Capt. Jas. McCausel
First Presbyterian Church by Rev. D. Melvor
Do You Remember?
Lost Mine of Silver Islet by Richard A. Haste
Canadian Pacific Railway Construction, in 1875 by John King
First Things in Fort Arthur by Mr. F. S. Wiley
When Fort William was Capital
Early Days of Fort Garry by John Cameron
We are be-ston, the Motto by Mrs. William Swift
The Mountain Chapel by Miss Eugenie Robinson
Reminiscences of Vankoughnet by Fred Dela. Foote
John McIntyre by his daughter Mrs. Annie E McIntyre
Plain Words, by various writers
Indian Legend of Loch Lomond by Miss E. Robinson
North American Indians by Mr. N. M. W. J. Mackenzie
Spirit of Thunder Bay by the late Mr. W. W. Vickers
Women Who Were at Fort William 1816-1870, by Miss Annie E. McIntyre
Lac des Mille Lacs, by A. Bowerman
Sketches of Cities of Thunder Bay by the late W. W. Vickers
Canadian Parish Railway, by Mr. A. F. Hawkins
History of New Ontario, by Miss M. J. L. Black
The Unveiling of the Historic Cairns
Dinner in Honor of Dr. James H. Coyne, Historic Sites and Monument Board
A Young Man's Impressions of Thunder Bay in 1871 by Dr. Jas. H. Coyne
Address at the Unveiling of Cairns by Dr. Jas. H. Coyne

THUNDER BAY HISTORICAL SOCIETY

18[illegible]h ANNUAL REPORTS

OFFICERS

Honorary President

Right Honorable Sir George R. Foster

Honorary Patron and Patroness

Mr. and Mrs. W. M. A. Mackenzie

President	Mrs. Peter McKellar
Vice-President	Mr. C. W. Jarvis
Secretary-Treasurer	Miss M. J. Le Blanc

Executive Committee

Mr. [illegible]ton King, Miss Robin Capt. McConnel,
Mrs. G. A. Graham

Auditors

Mrs. C. W. Jarvis and Miss Farquhyson

TREASURER'S REPORTS

Receipts 1926-27

1	Balance on hand	$43 00
	A. W. Vickers	5 00
	C. Percy	1 00
	Mr. and Mrs. McKenzie	2 00
	Capt. McCausland	1 00
	Miss Stafford	2 00
927	Mr. A. E. Vickers	2 00
	Miss Black	1 00
	Mr. and Miss Copp	2 00
	Mr. and Mrs. McKenzie	2 00
	Mr. and Mrs. John King	2 00
	Miss Robyn	1 00
	Mr. and Mrs. C. H. Philpot	1 50
	Capt. McCausland	1 00
	Mrs. F. A. Siddall	1 00
	Miss Pattuplaine	3 00
	Mr. P. C. Peirt	1 50
	Mrs. W. J. Macmillan	1 00
	Mrs. Kirkup	1 00
	Miss Wengang	1 00
	Mr. G. H. Armstrong	1 00
		$77 40

Disbursements 1926-27

C.N.R. Express	$11 14
Postage	2 00
Times Journal	6 30
Canadian Historical Association	10 00
Livery for carriage	5 00
	$34 44

Receipts 1927-28

1927	Balance	$42 96
	Mr. D. Smith	2 00
	Miss E. G. Jones	1 00
	Mr. and Mrs. McKenzie	1 50

1928		
Apr 2	Mrs Copping	1 00
	Miss Rohr	1 00
	Mr and Mrs A. F Hawkins	2 00
	Mr and Mrs G B. Donovan	2 00
	Mr F T Duncan	1 00
	Mr and Mrs. John King	2 00
	Dr and Mrs. Stewart	2 00
	Mrs Schmild	1 00
	Miss Block	1 00
	Mr and Mrs McKellar	5 00
	Mr and Mrs Copp	5 00
	Mr G Connon	1 00
	Mr and Mrs Jarvis	2 00
	Capt. McCausnell	1 00
		383 46

Disbursements 1927-28

Expenses in connection with Du Coyne	0 7 50
Advertising	4 80
Canadian Historical Association	5 00
	$17 30
Balance in bank	51 16
	$68 46

PRESIDENT'S ADDRESS

In this Annual Report of the Thunder Bay Historical Society which I have the honor to present it is my desire to outline or recall briefly the principal items of interest which it has been our privilege to enjoy.

This year has been signal one due to the Diamond Jubilee Celebration of Confederation of the several provinces of Canada into one Dominion and the attention of Canadians generally as well as part of our citizens locally was for months prior to the historical day centered upon this one great event.

Our Historical Society on this occasion was accorded an important and honored part in our city's demonstrations. Our pioneer citizen Mr. Peter McKellar who was residing in this city at the time that Confederation of the Provinces took place and who was the organizer and first President of our

Historical Society together with several other members, drove in the civic procession, depicting the period of 1867. This particular feature, reminiscent of the early days was unique in character and was much appreciated by the citizens generally.

Several valuable historical papers have been presented at our meetings, and have contributed in no small measure to the interest and enjoyment of our members. These are being recorded permanently in our annual publication. We are indebted to the contributors of these splendid articles and our future citizens will also share this indebtedness for these.

We are pleased to note that a marker made of historical significance has been recognized by the erection at Pointe de Meuron of a cairn by the Historic Sites and Monuments Board of Canada, to mark the trail of the Indians in the years gone by. Through the generosity and co-operation of Colonel Young this has been made possible, and we trust that our Historical Society will succeed in the not distant future in having their efforts of years crowned with the erection of a monument marking their important site of the landing of the famous De Meurons soldiers who played such a dominant part in the historic development of Canada.

We deeply regret having to record the passing of one of our esteemed charter members, Miss Stafford of Port Arthur. Miss Stafford never failed to take a interest in our Society and was always ready to give assistance as long as her health permitted. We also deeply regret the passing of Mr. W. W. Vickers of Toronto, who was always interested in the history of Fort William, and who donated valuable souvenirs to our Society, two of which will be included in this year's annual report.

We have been pleased to receive some new members to our ranks, and we have had tried much from their interest and kindly co-operation.

We are sorry indeed that Mrs. W. J. Hamilton, one of our pioneer members has seen fit to leave our midst to reside in Vancouver but we feel assured that Mrs. Hamilton will always hold dear the interests and welfare of our Society.

And lastly, I wish to take the opportunity of expressing to all the members my sincere gratitude for their continued interest and kindly assistance in the work of our organization.

Respectfully submitted

Carlotta S. McKellar

President.

PETER McKELLAR

BY FLORENCE N SHERK

I first saw Peter McKellar, pioneer mining engineer, explorer and geologist, on Wednesday September 26, 1901, on the occasion of the Royal visit to Fort William, of the Duke and Duchess of York, now King George and Queen Mary. There were no streets in Fort William as there are today, so the garden of the old MacKellar homestead furnished the setting which Mr McKellar held ready for presentation to the Duchess by Miss Edith Sellars.

As early as 1884 Peter McKellar was engaged by a company composed of Messrs Walbridge, Herrick and John McIntyre to carry on mining explorations in the Thunder Bay district. John McIntyre as officer of the Hudson's Bay Company but acting for the mining company on a private capacity with Mr Herrick a surveyor had authority to purchase any locations recommended by Peter McKellar, who was to receive one third of the profits, the company a share being two thirds. Mr. McKellar took his two brothers, John and Donald into partnership. In 1888 he was placed in charge of the second party on the occasion of making the survey of Lake Nipigon, having been appointed to this important position by Dr Bell, C.E., who was second in command of the Geological Survey, and next to Sir William Logan. At that time there was only one boat on Lake Superior, between Sault Ste. Marie and Fort William, and it took five days for the round trip. Dr Bell was rejoiced to find at the head of the Lakes an expert geologist and experienced explorer to take charge of his second party. Dr Bell was still more pleased when he learned that Peter McKellar understood quite well the operation of all the scientific instruments, while his knowledge of local conditions made him independent of the Indian guides. Under Peter McKellar the second party made a most successful survey of the Lake Nipigon Region. In the following year Dr Bell selected the versatile explorer to take charge of the survey of Black Bay, White River Whitefish Lake, Little Pic River and the Slate River. Dr Bell taking the Big Pic, Long Lake and adjacent townships.

Mr MacKellar with his special education and training in surveying, mining engineering and geology gained wide prominence in the west as a real pioneer in mining exploration in the north shore of Lake Superior.

In that region he discovered the first gold mine, the first silver mine, the Thunder Bay Silver Mine and the Hurcman Gold Mine. His partners John and Donald McKellar be-

covered in the same region the first zinc mine, and the first iron mine, the Atikokan and the firm of McKellar Brothers made many other important mining discoveries.

Peter McKellar has been superintendent of the Marmoran Gold Mine 1893-94 superintendent of exploration and development work of the Toronto and Western Mines Development Company in the Seine River and Lake of the Woods District 1897-98 and for other years engaged extensively in mining and real estate business in Fort William. He has travelled east, west and south in the United States, and across Canada from Quebec to Victoria, in company with a party of members of the American Association for the Advancement of Science, to spend several months in Yellowstone Park, and the Hawaiian Islands, and has also travelled extensively in Great Britain, France, Italy Switzerland Egypt an Palestine. His literary work included many brochures on mining and geology, read before important meetings of scientific societies, one of these the Framework of the Earth read before the annual meeting of the American Geological Society at Chicago in 1920, attracted the attention of scientists generally. His investigations have devised a rock breaker and pulverizer and a rotary engine.

His scholarship has been recognized by his membership in the London Geological Society; membership in the American Geological Society, the American Association for the Advancement of Science, and the Royal Society of Arts, London and he has made many valuable contributions to the literature of those societies.

As a good citizen he has served as president of the Thunder Bay Historical Society for twenty years, as councillor in the municipalities of Thunder Bay and Shuniah as reeve and councillor in Neebing, as charter member of the original Kaministiquia Club established in 1878 as well as in the reorganized club, and is a valued member of the Canadian Club and the Board of Trade.

Mr. McKellar was born in Middlesex County Ontario, April 27 1856, and though a his 90th year is as hale and strong in mind and body as most men of seventy

SHIPPING ON LAKE SUPERIOR

BY JAMES McCANNELL, MASTER, C.P.R. S.S. ASSINIBOIA

While Lake Superior the greatest of our inland seas, was known to some of the French missionaries and early explorers, yet the development of the marine trade on the Lake took place at a later date than on the other lakes. The falls of St. Mary's was one of the principal obstacles with which the hardy voyageurs had to contend, necessitating unloading the canoes and carrying the freight across the portage, and re-loading them at the head of the rapids The early settlers usually located along the shores of the lakes and rivers as this afforded the only means of transportation at that period, the railway not having yet come into existence. From the early days the canoe batteau and York boat for many years took care of what little trade was offered. These finally gave place to the small sail boat and coasting schooners. With the increase of trade like a measure of the vessels increased until in the early seventies there were registered on all our lakes upward of 1000 vessels of all descriptions many of them models of architectural beauty and manned by as fine a body of sailors as the world ever knew In 1816 the first Canadian steamer the Frontenac was built and launched on Lake Ontario, and for many years there was a rivalry between steam and sail Finally the latter was slowly but surely losing ground and to-day there is only a handful of these types of fleet left. The first steamers were all of the rude wheel type and they too gradually gave way to the propeller type.

The Indian traders from the west came down to Montreal with these furs of the bad passes of set to copper which they started came from the shores of a lake far to the west, but owing to native superstition would not reveal the locality from whence it came. In the summer of 1842 the French explorers Brule and Grenville arrived at the Soo and were the first white men that ever gazed on the beauties of the Rapids of Lake Superior Later they were followed by Fenett, missionary in 1767 Alexander Henry the trader who miraculously escaped Pontiac's massacre at Michilimakinac, being rescued by a friendly Indian, wintered at the Soo and was the first white man who attempted to develop the copper industry of Lake Superior He went to Mackinac in the spring and happening to meet a Mr Baxter who had lately arrived from England interested him in his reports about copper on that lake They organized the first mining company on Lake Superior Mr Baxter left for England and succeeded in interesting several people of note in his mining scheme among

sector and others. Having returned from England in 1779, he and Henry wintered at the Soo, where they built a barge fit for the lake and had the load of another schooner to carry about 60 tons. This entry also yard was located at Point Aux Pins, about six miles above the rapids where to-day is located one of the most ideal summer resorts to be found on the lakes, and often as the steamers pass up and down the beach is lined with a happy throng. Here at the same place Mowry and Baxter erected a saw furnace for smelting copper ore, being the first of the kind built on the Lake Superior District. Mr. also Baxter resided for a number of years, then spot becoming for a time a place of some importance. Schoolcraft, the authority on American Indians, about 1820 noted that at Point aux Pins was located a ship-yard of considerable importance where vessels were built for the fur traders. The steamer saluting company does not seem to have lasted very long, and the only trade carried on for many years afterward was by the different fur companies. Annually boats of some passed up and down between Montreal and Fort William and to frustrate matters at Sault Ste. Marie the North West Fur Company built a small canal on the Canadian side in 1797 which was destroyed by the U. S. forces in 1814. About 1840 reports of copper on the south shore began to attract the attention of those who sought the yellow metal and many prospectors were to be found who fitted out at the Soo for their trip across the wilderness. In many instances evidences were found where mines had been worked by some prehistoric race. A young geologist of much promise Douglas Houghton was sent up to do some exploratory work but unfortunately he lost his life in October 1845 near Eagle River by the capsizing of a sail boat. During this period several small attempts began to come up as far as the Soo with supplies, which had to be transported across the portage and loaded on the small craft on the other side. In this direction a McKay and Company did a thriving business at the portage which began to increase rapidly and miners were at work along the Keweenaw Peninsula where to-day a located one of the largest copper mines in the world. The rapids at the Soo presented a barrier and caused delay. Soon men of vision began to talk about building a canal which was not looked upon very favorably at Washington and even the residents of the Soo were not in favor of it, as they realized that once the canal was constructed many of them would be thrown out of employment. Captain Averill of Ch ago seeing that the handling of freight by sa l on Superior was rather uncertain and slow now there was an opening for a steamboat and in the early fall of 1845 arrived at the foot of the rapids with a small propeller Independence which had on board His Majesty King George the Third, the Duke of Glou-

board the vessel and get on the land and her record over the portage in 20 min. and has sailed above the process occupying about seven weeks. The steamer was then loaded with freight and proceeded up the Lake, the ports of call at that time being Fort William where a small garrison was maintained by the U.S. (This place is now called Copper Harbour) the next places being Eagle Harbour Eagle River and Lagoudie on Michigan Island where Father Marquette many years previously had established a mission, he was the last part of 1811 Simon Cadot in the Entourprin and Superior or at least belong. In the fall of 1853 the propeller Independence shortly after leaving on her trip up the upper lakes with freight and a few passengers was destroyed by the boiler exploding and 40 or more lost their lives, November 24. Thus ended the career of the first steamboat ever sailed on Lake Superior and it was also the first steamboat disaster on that lake. In all seven side wheel steamers and propellers were constructed around the world before the opening of the first American canal in 1855 namely the Independence Hall & Palmer Hasmore Sam Ward Manhattan Monticello and Fountaine I have heard it said that the John Palmer made a trip around the north shore of Lake Superior as far as Fort William. Of this event we have no authentic record. Perhaps some day some old Hudson Bay records may come to light to verify it for it is not likely that such an important event as this would pass by without some mention being made of it.

The work on the canal on the U.S. side was at last undertaken and on the 18th of June 1855 the first steamer the side-wheeler Illinois under the command of Captain Jack Wilson passed through the locks, bound up and it has the honor of making the first trip from the lower lakes to Lake Superior. The propeller captain had sailed sixteen years on Superior prior to this, and unfortunately a few years later lost his life in the tug-boat steamer Lady Elgin when she was sunk by the schooner Augusta and 297 poor people lost their lives.

We shall now direct our attention to the marine interests on the Canadian side of Lake Superior as this was the original purpose of this paper. In looking through the annal records we find that the first Canadian craft to look through was the small schooner Isabel Captain Foster master, in the season of 1858 paying the maximum toll of $6.00. The Northwest Territory at this time was little known to the people in Canada, outside of the Hudson Bay Company. The Dominion Government set aside an appropriation and organized and sent out a geological expedition under Professor Henry Yule Hind to survey a wagon road from Fort William to Fort Garry, and

report on the natural resources of the country. This expedition left Toronto July 28, 1857, and went way branded the side-wheeled steamer Collingwood. (formerly named Kilmichi). Captain McLean, master, and sailed for Port William. This steamer passed through the canal July 27, and was the first registered Canadian steamer that ever sailed on Lake Superior. It arrived outside the bar at Port William, 4 p.m. July 31st and anchored. On August 1st the members of this party landed 44 in number and the steamer departed for Collingwood. This side-wheel steamer was built by Eidwell and Banks of Buffalo by Canadians and put on the route from Sarnia to Lake Superior by Sault Ste. Marie Capt. George Menter. Before the 0 S and N.R.R. was opened to Collingwood in 1855, the route by Holland Landing, Orillia and Coldwater had been used by travellers, and stages connected with Georgian Bay where docks and consignment sheds were built several years prior to that year. When Collingwood was selected as the terminus of the railway this steamer then ran from that port to the Soo, till the close of 1857. While on this run the steamer was sailed by Captains McLean and Butterworth. In 1858 and afterwards, the steamer was running on Lake Huron and while trying to release a vessel ashore near Saugeen went ashore and was totally wrecked in August, 1858. While operating on Lake Huron she was again known under the former name of Kalochah.

In 1858 some Toronto merchants bought the two screw propeller Rescue in Buffalo built in 1856, by Bidwell and Banks and fitted her up to passage in the Lake Superior trade having secured the contract to carry the mails for the Red River settlements. The steamer under the command of Capt. James Dick, (a family well known in marine annals on Lake Ontario) left Collingwood at 10 o'clock a.m. July 12, 1858, with passengers and my I on her first trip to Fort William and anchored outside the bar at 7.00 p. m. on the 19th. The following morning they sailed down to Grand Portage where Captain Kennedy along with two Indians took charge of the mail and in a birch bark canoe conveyed it to a destination over the old trail formerly used by the North West Fur Company. The trip of the steamer Rescue was the beginning of the great North West trade which we have today. The ports of call on the north shore of Lake Superior of that time like those on the south shore are not used to any great extent now adays. After leaving the canal steamers called at Point Aux Pins, Batchewana, Mamainse Mine Michipicoten Harbour the Pic, Red Rock (Nipigon) and Port William, and at a later period Silver Islet and Prince Arthur's Landing. There were

ng docks at that period. Vessels usually anchored and the freight was transferred to shore by small boats and scows. In 1860 when the Prince of Wales, afterwards King Edward the Seventh, visited Collingwood the steamer was stationed to convey the Royal Party on a trip around the bay. During the Fenian Invasion, in 1866, she was doing patrol duty on the lakes. In 1870 from small records, this steamer made two trips to Port William, for a number of years being engaged in towing on the lower lakes, and finally was dismantled on the St. Lawrence in 1874.

In the season of 1858 an express and steamer appeared on the scene, the new wheel steamer Fire-fly, being brought from the river and Lake Erie banks. One of the principal owners was a member of Parliament and whatever methods were adopted to wrest the mail contract from the other steamer we know not only it gave rise to much criticism on the floor of the House at a future date. This steamer also was transferred to the Lake Huron run, from thence to Sarnia, calling at picturesque ports. The Ploughboy was built at Chatham. Obtacle in 1851 and after the name was changed to the T. F. Perkins, when it was used for towing purposes on the lower rivers and finally burned at Detroit in 1876.

In 1865 another steamer named the Carruthers at Toronto arrived at Collingwood to engage in the Lake Superior trade under the command of Capt. Thomas Leach. Built at Niagara in 1849, for Reade and Dodd for the Royal Mail Service, and known as the Chief of Toronto. In 1861 the ownership was sold to the Abbey Brothers of Port Hope on a part payment for a new vessel they were building, and I had at that time for some time finally disposing of her to Capt. Deacon who had her towed to Detroit, where she was completely rebuilt and the name changed to Enterprise by rebuilding. She steamer was remodelled and instead of the clipper bow she appeared with a straight stem, and the main and mizzen masts were removed. In 1866 the steamer was again registered at Chatham, under the name of Algoma and passed through the Soo canal May 8th on her first trip to Port William with passengers, mail and freight. Some time after that she was called by Captain Perry whose brother kept the light-house on Isle St. Ignace where there were some winter operations carried on. On the last trip of the season, he had intended to halt and take his brother off but owing to strong of weather and fuel supplies running short, the captain decided to go on, and sent a wire to Duluth to have some of the Hudson Bay Company's men sail for his brother. Unfortunately the latter left alone, tried to make his way to Fort William along the trunk between shores of Superior. He never arrived but some time afterward

his body was found floating in the shore ice, partly undulated in a little bay west of Silver Islet and the bay to-day is known as Perry's Bay. The last trip of the Algoma was in 1874, when along with some other boats she steamed out of Collingwood harbour as an escort accompanying the Steamer Chicora, which was leaving there on a cruise of the Great Lakes, having Lord Dufferin the Governor General and suite on board. On this occasion the Algoma was sailed by Capt. Dan Cameron, a member of a well known sailor family at that port. Being condemned for further service, she was dismantled at the dock, was eventually burned and drifted across to the west side of the harbour where her remains lie buried in the sand. While engaged in the Lake Superior trade, she was sailed by Captains Leach, Perry Symes and Orr, and many of the young men from Collingwood and vicinity commenced their sailing career on this boat.

At Halifax after the Civil War in the United States, there lay the famous blockade runner "Lord Clyde" built at Liverpool for the Rebel cause. During that time, she made about eight successful voyages from some of the West Indian ports to Charleston, S.C. She was badly battered on one occasion by the fleet of the Northern States. The Atlanta and the Connecticut kept on the chase for 15 hours, although they finally gave it up, but not before considerable damage was done to the "Lord Clyde". Captain Cocoter who claimed to have sailed her at that time was a familiar figure around Port Arthur during the seventies, and with his wife has served at Savanne. The Mellors of Toronto bought the steamer and brought her to Collingwood in 1874, to grind the Lake Superior trade. They had a part stern built for the accommodation of first class passengers. This steamer was built of iron having most graceful lines, with two long raking funnels placed fore and aft, giving her a smart appearance, and for that period she was considered very fast. In order to pass through the canals, she was cut in two, and passed as a barge, and ran from Collingwood, Port William and Duluth from 1875 until September, 1875. For a couple of seasons she had no ordinary when she was again towed to Buffalo and cut in two and taken to Lake Ontario. This same Steamer Chicora, for many years ran from Toronto and Niagara. Now she is used as a tow barge around Toronto and the name was changed to Warrenton. In 1879 the Chicora was one of the steamers that carried Lord Wolsley's Expedition to Fort William. The captains who sailed her were Maclean, Troy Macgregor and Orr. Captain William Masson was in charge when she was taken to Lake Ontario in 1877 and for several seasons that promising young man was first officer on her. He died in Toronto in 1878.

VEDETTE

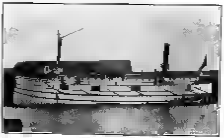
PLOUBERMET

ALSACE

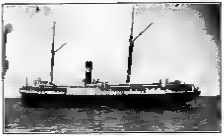
FLANDRE

V.S.V.

STEAMER "ANNA"



STEAMER "ROSE"



CAMPANA

DOMBEY CO. OF ALLA

The side-wheel steamer Waubuno was built at Thorold in 1865 for the Beatty brothers, for the Georgian Bay trade from Collingwood to Sault Ste. Marie, and was sailed by Capt. J. B. Symes. On August 9th 1867, the Waubuno passed through the Canal on her first trip to Lake Superior having the Dawson party on board. Mr. Dawson established the famous Dawson route from Port Arthur, now within the Wolseley Expedition travelled in 1870 on their way to Fort Garry. Some years after the Beatty steamer made several trips to Fort William and was visited by Captain P. M. Campbell On November 22 1870, the Waubuno found herself in the Georgian Bay while on her last trip of the season between Collingwood and Parry Sound all on board being first Captain Burkett was the commander.

In 1867 the Lizzie South was built at Owen Sound for the Georgian Bay trade and was one of the finest equipped steamers at that time in the lakes, and was sailed by Captain Smith. Her first appearance at Fort William was during the Red River Rebellion in 1870 when she carried supplies for the Wolseley Expedition along with the Algoma and Chicora. The South was sold for some years to Captain Tate Robertson of Owen Sound previous to the Collingwood & Georgian Bay Navigation Co. coming into existence. For several seasons in 1883 she ran to Chicago and in early spring of 1884 she was sold to Collingwood parties.

The next steamer to run past Collingwood on the Head of the Lakes required more ships, and two fine ones she was. Chicora was built at Port Robinson in 1871 namely the Main to be sent like timber land. The Manitoba under Captain Symes made four trips but failed to get Williams and the following year a was added to the Sarnia Line just long enough from the port to the to the bar at the mouth of the Kaministiquia River at Mission's anchored outside. But in 1873 a narrow channel was bridged through the obstructions and on August 16th 1873 the Steamer Manitoba under the command of Captain Symes entered the Port William harbour and tied at the Hudson Bay Company's dock This was the first steamer that entered the Port William harbour and the only person so far as I know who sailed on her at that time. (1885) and now living is Captain John McNabb now living at Sand Point Sarnia who was first officer in 1872 While on the Sarnia Line she was wrecked on Lake Huron Being released and rebuilt its name was changed to Carmona Running on various routes until 1900, she was sent in two at

Collingwood and lengthened and her name was changed to Pilsbury. For a couple of seasons she ran from Toledo to the Soo, and was burned at Sandwich at the close of the season of 1909.

The Cumberland was wrecked on Rook of Agon, in August 1876, grounding during a dense fog. Captain Parsons being Master.

The propeller City of Owen Sound, was built at that port in 1877 as a steam barge during the winter of 1876-77. Cabins were built on her and under the command of Captain Arden Kenney she passed through the Soo, May 9th 1877 with passengers and freight. In 1878 she was sailed by Captain McNabb until the close of 1880 in 1881 she was abandoned on the north shore by the owners and the following spring was released, overhauled and sailed by Capt. La France until she went down near Chimney-en Island, Oct. 1887 Sometime afterward she was raised converted into a steel barge, her name changed to Satanta and was finally lost on Lake Huron This steamer was well known to the people around Port Arthur.

In 1878 the Steamer Annie L Craig was purchased from the United States owners and the name changed to the City of Winnipeg Along with the Owen Sound and the Frances Smith the three were known as the Collingwood and Lake Superior Royal Mail Line. The Winnipeg was built at Gibraltar Point, in 1873, and like most of the U S steamers of that period had righ wooden arches over her decks. On May 16th 1881 this steamer was burned at Duluth since three members of the crew had the three Captain Kennedy was Master To replace this steamer the owners Smith and Keefe bought the Steamer North in London and brought her to the Upper Lakes. She was cut in two to pass through the canals and when she arrived in Collingwood in Nov 1881 she looked like an ordinary canal boat, tramp steamer—no hatch coamings, rails bridge and funnel and deck. The twin-screw Steamer North was built in Glasgow by Aitkin in 1878, for the South American cattle trade, and for some time was owned in Cape Town South Africa. The name of this steamer was changed to Campana and during the winter a full cabin was put under in Owen Sound, when she entered the Lake Superior trade in the spring of 1882 under the command of Captain E. B. Anderson and was considered the finest passenger steamer on the Lakes. In the fall of 1883 this staunch steamer encountered one of the heaviest gales known on that lake. The cable was stove in both forward and aft, flooding the cabins. Captain Anderson and Mate Alex Cameron were badly injured by the sea and to save the vessel, as she was loading up with an crew and passengers began to jettison the cargo.

Under the command of the second mate, Hans Halverson, the steamer was brought into Meldrum Bay Harbour. Hans was a well known figure around Fort William and died there a short time ago. This was probably the hardest time the Company ever had. With the coming of the new C.P.R. boats in 1886, and having direct communications to the west, the Collingwood line seems to have gone out of business a few years afterward, and for a time the Canadian was chartered by that line. In 1889 she ran from Toronto to Chicago, and latterly on the St. Lawrence River but finally broke in two on the Wye Rock, in 1912.

In 1908 two new passenger steamers ran from Collingwood to Fort William and Duluth named the Huron, under Captain P. M. Campbell and the Georgian, of Collingwood under Captain James Russell. The latter steamer was built in Owen Sound in 1890 and in that year ran to Chicago. The Majestic was built at Collingwood in 1890, and ran to the Soo. The companies amalgamated and for some time these steamers ran to the Soo and Manitoba. The Collingwood burned at Collingwood in 1905, when three or four lives were lost and the Majestic burned at the dock at Sarnia in 1916.

In this paper, the writer has dealt principally with the Collingwood and Lake Superior Line as it was the pioneer steamer line to open up and develop the trade from the east to the Northwest Territory and build the beautiful Soo. A small begining with the little steamer Recene to the enormous trade we have to-day. It is interesting to compare her carrying capacity with the Steamer Grey Morgan, now named the Transcona. Vessel 825 feet in length. There are a few persons living who have seen all this development take place on the route. The genial old man of Fort William Peter McKellar was a passenger on board the Steamer Pretoria, on her second trip to Lake Superior after the opening of the Soo Canal in 1855, bound for Onlesongon Mich. where the family spent a few years. Leaving there with his father and brother they crossed Lake Superior in a 25 foot sail boat. At Collingwood a another was named John Wright over 90 years of age who as a young man sailed on the Steamer Pic-nibbee for some time.

Too much praise cannot be given to the pioneer lake masters who risked the trade for in earlier years not a single spar buoy or gas buoy marked the dangerous shoals. The only lighthouse they saw on the whole trip was Whitefish Point light, forty miles above the Soo. In 1868 the light-house on Notawassaga Island Griffith Island and Cove Island were put in operation on the Georgian Bay. When looking over the chart of the north channel there you will see shoals named

after most of the early mentioned vessels and stating that at some time or other they found harbour and [illegible] to be remembered by.

For the purpose of comparison between the early steamers and those of to-day I add a list of steamers of all sizes on the Collingwood and Lake Superior Line from the side wheel steamer Collingwood which was the first to go up the lake down to the City of Collingwood the last of that line

COLLINGWOOD AND LAKE SUPERIOR LINE
1887 1924

Name		Rig.	Where Built	Year	Length	Beam	Depth
Ella Gough		Schooner	Bayfield	1853	111	2	9 6
Collingwood		Propeller	Buffalo	1853	180 6	32 6	0
Prince Arthur			Chatham				
Mary J. Pardy							
Victor A. Terrasse		Schooner	Niagara	1848	88	20	
Algoma			Wheatley	1883	120	28 6	
Lt. Fitz H. Wurtele			Lauzon				
Chicora			Que	1864	92	26	9
Commodore Smith			Owen Sound	1867	181 0	5 9	8 0
Saskatchewan			Pt. Robinson	98	204 6	36	9 7
Hamilton, Turnberry			Pt Robinson	1908	71	20	
Pittsburg							
Jessie Ross Samuel Ireland		Barge tug	Owen Sound	1872	74	20	8
Amelia M. Gray			Wheatley	1870	84	28	10 3
City of Windsor			Glasgow				
North Compania			Que.	1872	240	38	00
Keewatin			Port Dalhousie	1908	245'		
City of Collingwood			Owen Sound	1888	210		

HISTORICAL SKETCH OF THE FIRST PRESBYTERIAN CHURCH, FORT WILLIAM
(The First Protestant Church in Fort William)

BY REV. J. D. ANDERSON

Fort William itself was named after William McGillivray, who was in charge of the North West Fur Company in Montreal. The men in those days were well known Nor'westers, such as Mckenzie McBeth Cameron [illegible] was first named Fort William in 1803, to 1821 the Hudson Bay Company took over Fort William from the North West Company. The last Hudson Bay Co. factor was John McIntyre, a Scotch Presbyterian. There was no events in those days, nor any religious activities. The first record of any religious service was that of Rev Dr Topp of Toronto who visited the Fort to hold service at the invitation of Mr McIntyre between the years of 1835 and 1838, when divine services were held in the place. All ceremonies of dress or class attended and the ordinance of baptism was administered.

The first Protestant missionary to the Lake Superior District was Mr. Vincent of Knox College who was sent in 1870 to conduct religious services with the troops that were passing through at the time of the Red River Rebellion. He held meetings at Fort William and Prince Arthur's Landing, now Port Arthur and during his visit to the former he took to his fold in 1870 Mr. McFarlane who was later to be McIntyre but preached at Fort William and Prince Arthur's Landing and in the year of 1874 a Mr Cockburn succeeded Mr Vincent in a more left.

The Fort was dependent on anyone who came along to take services in 1875 Mr. McKenzie [illegible] arrived and became established as colonists in Fort William He built a one room of Prince Arthur's Landing and the First Presbyterian Church in Fort William Fort McKellar was founded. [illegible] the summer of that [illegible] decided to build in West Fort, as the people in the east end all carpenters and could drive A large part of the congregation lived in West Fort, and most of the workers. The timber was from the mill of Mr. Oliver father of Dr. Oliver Mowat former Premier of Ontario. The pews were got by Mr. Oliver from Toronto after the had returned from his summer holidays here. Oliver and Davidson. The presented the site for the church. On the first board of management were A. and J. McKellar F. C. Perry and Mr. Middleton, the Scotch engineer The carpenter in charge of the construction of the

church was the late Colin McDonald. He was assisted by many of the adherents who gave willingly of their labours and means. The late Andrew Crawford of Slate River, then in business in West Fort, and his brother Neil, gave great assistance in the building of the church.

The first elders of the church were Dr Emslie and Mr Livingstone of Silver Islet. They went all over the district whenever they called them.

For a few years the church was served by missionaries. Then in 1861 it was considered strong enough to procure the services of a minister for this field alone. For some time the Rev. Mr McKay held the appointment, being succeeded by the Rev. J. G Shearer who is known all over Canada for his Social Service work. In 1866, Rev Robert Mann, now retired as Knoxes, was appointed serving twin east and west Fort William. Following him came James Buchanan, a Scottish minister who preached for a time, living in Fort Arthur, and walking to West Fort William. Mr Buchanan was followed by Hugh Fraser in 1868, afterward known as Chas. Vankoughnet and Calvary. Then followed Mr Whiting, and he held the first service ever held in Slate River district. The service was held in a poplar grove on the farm of the late A Mc Gladdery.

Of late years there have been Rev Andrew Boyd, 1904 and 1905, Rev John McCorkindale in 1905-1907, R A. Macdonald, now of Keroe, and John McEwen, of Cartwright Manitoba. The Rev Robert Dewar of Thunder and Hope gave the longest service of any minister who served in West Fort William. He is still a very faithful worker in Superior Presbytery. Rev R W Rumley now of Morden was the last minister He resigned when union took place Rev D McIver was called from Winnipeg May 1926, to the united charge of First Church and Grace Methodist, known as First United Church.

(Information from the Church records, and also from Messrs F McKellar and W S. Piper and the Rev Robert Dewar)

DO YOU REMEMBER?

(The following articles ran in the Times-Journal from May 29 1936, to November 30th, and are reprinted with the permission of the Editor.)

Do you remember when the corner of Syndicate and Victoria Avenues were known as Marks corner? When the present premises of Wilson and Wilkes clothing store were occupied as a grocery store by the firm of Thomas Marks and Co with Stan Jones as manager? The building was enlarged and altered, became the Victoria Hotel, and later the Imperial Hotel.

When the corner of Simpson and Bosse streets was the Hudson Bay crossing? The Hudson Bay had the largest store on town at the corner. It was a two storey white brick building and was destroyed by fire and was never rebuilt. One half of it was a wholesale and retail liquor store. We know nothing of the O.T.A. in them days.

When the corner of Syndicate and Duncan Street was called Morton's crossing? The present house standing was erected and occupied by E. A. Morton, well known insurance agent, school trustee, alderman and candidate for mayor. He now resides at Windsor.

When the W. H. Whales Company had a dry goods store in the old Victoria Block where the R. H. Walker Company now is? If Mr. Whales used to advertise his location as on Victoria Avenue next door to the hole on the ground referring to the fact that the excavation for the Murray Block had been completed and allowed to stand a year or so before the building was erected.

When the street cars from Port Arthur ran only to the boundary. The street railways originated in Port Arthur, when their city felt that its business and trade was slipping away to Fort William. At first the city prevented its entrance and a stage was run from the boundary to the Armour Hotel, by Mac Rochon.

When the present site of the Ogilvie mill was a new mill Graham Morse and Company were lumbering on a large way at that time and their mills and yards covered all that section over to Syndicate Avenue. There was a big cedar barrier opposite the present site of the Children's Shelter.

When the lacrosse grounds were on the east side of Simpson Street? The only building was the present Gorry hardware store, which was then the Times-Journal office, and

the ice rose probably exceeded down [illegible] Among the players were Clarence Jackson, Fred Fair, Jimmy O'Hagan, Bob Manson, Joe L. Rogerwave

When the C.P.R. Hotel was the leading hotel? There was a large stable and lock structure on Hardisty street, a little below the present yard office, which was then the passenger station. The hotel was run in good style by C.P.R. style for some years. Afterward it became a boarding house for railway labourers and was finally torn down about five years ago.

When Fort William drank river water?

The original water supply system of Fort William consisted of Ben Mercer and his outfit of pails and barrels. He drew the water from the river from the side of the present subway dock, and peddled it to his customers all over town. The water barrel was at that time a very important and necessary piece of kitchen furniture. Ben was the last successful by Jimmy Davidson, who was put out of business by the city water works with a pumping station and a short distance above elevator D, and still using Kam water. An engineer at the pumping station, which was combined with the electric light plant were John Keelan and Jack Adams. Some time before the water works were started, the city was in search for good water, had bored a well away there hundred feet deep near the city hall on Arthur street. As it proved to be excellent water was so named and the town pump soon became the magnet that attracted hundreds of citizens with all kinds of vessels for carry ng the pus ess [illegible]. After the establishment of the Water Works, he well was deserted the pump removed and the site forgotten. It was not many years before the pump regained its old time prestige and popularity. As a result of the great Kam water the town was visited with a terrible scourge of typhoid fever, the old well was relocated the pump re- established and again Brock Street became the Mecca of all who desired for the drinking fluid. Again the water proved as was seen in its hand but this time he brought in the fever at once became good pure water from the old well that time is passed by for modern knowledge engineer It is not for mind to say that the city pump was the best friend the citizens of Fort William had in their greatest need, and this article is just to remind old timers of that fact and to ask them to take a drink of good fresh lemonade at the City Hall drinking fountain which is the site of the old pump.

Do you remember when Bill Armstrong was not quite master? When John McKellar was mayor and mayor though three of him? When Allan McDougall was police magistrate with his office at Westfort? When the police station was at

Westfort with Dick McNabb as jailer? When Jim Conmee was member for West Algoma and his constituency included the Manitoulin Islands, and extended to the Manitoba boundary? When Jim Conmee was street commissioner? When Arthur Cantwell was chief and only police? When there were dog races on Victoria Crescent? When the post office was in the rear of Hank Austin's and dug at the corner of Mc. and Victoria? When W. J. Reid was C.P.R. superintendent of buildings and bridges and when he built old Elevator D? When Sam Young was a C.P.R. conductor? When Jim Murphy was C.P.R. coal dock foreman? When the C. P. R. paid from the pay car, and we never knew just when the pay car would arrive? When the freight shed and elevator employees were paid by cash as no bank existed? When brought the first automobile to Fort William? When Hugh Figer was chief of the volunteer fire brigade? Doc Baker? Hanover Apps? Joe Buffalo?

Do you remember when the Central School was on the corner of Victoria and May?

The first public school was at Westfort and the first school at the east end was situated on the present site of the Bank of Montreal. The school house itself was some little distance back from the street, but the school grounds took in the whole corner. The present building was erected by W. J. Hoen, and originally commenced back of Province of Manitoba. This was the first chartered bank to have a branch at Fort William though the private banking firm of Ray Street and Co. preceded them. The school building was moved to North May Street and was then renamed. It is the large building back from the street between the post-office and the Times-Journal.

The Rev. H. voyage in Westfort? This was a general store conducted by King and Pelton and was the last venture of John King ere he sunmore. Mr. King had been a C.P.R. employee from the very early days of the railway and has likewise developed into Fort William a large real estate by built the Ray Block, and here the John King Company built up a wholesale business which was sold to the Cameron Hardware Company.

The floating grain dryer? The spring of 1913 saw a very large amount of tough and damp grain in the elevators and cars. The situation was particularly serious, as there were only one or two small dryers in operation at that time. The C.P.R. secured the Steamer Indiana from Chicago. She was fitted up specially for the drying of grain in large quantities. The floating dryer was placed at Elevator B and was the means of saving a vast amount of grain.

Do you remember when the street railway was a single track road?

We have to-day a street railway that is up to date and which gives a splendid service but it was not always thus. Originally there was only a single track and for a long time only three cars. There were sidings at several points in order that the cars might pass and it was a common thing to have a long wait at one of these sidings for a car that was behind time.

The Fort William end of the track was at the corner of Frederick and Edward Streets, and the Port Arthur terminal at the old C.P.R. depot which was near the present site of the car barns. The cars were operated from either end, instead of turning the car the motorman would walk around and the motorman went to the opposite end of the car. The seats ran lengthwise, and the car was heated by a small coal stove placed in the middle of one of the seats. One might be warm enough if fortunate enough to get a seat near the fire. The cars were named instead of numbered, and one recollects such names as Kakabeka, Kaministiquia, and Kaministiquia. There was one time when the generator burnt out and the road was without power for about a week. The cars only came to the boundary at that time, and they were pulled over the road by horses. Originally the road was operated and owned entirely by Port Arthur and McConkey was manager.

Do you remember the Prince Arthur's Landing and Kaministiquia Railroad? Here is a piece of history insert in very few if it contains, but which is well worth recording.

Originally Port Arthur was known as Prince Arthur's Landing and was the centre of the entire district about the tract. The C.P.R. was being built by the government. The Wann peg section was under construction, with the proposed terminus at West Fort William. This naturally was most disappointing to the people at the Landing and when they found that no influence or pressure could be on the railway to them, they resolved that they would go to the railway. The leading men at that time was Tom Marks. He was the promoter the enterprise in the country. He with the brains, and the financial aid of nearly everyone of his association, organized the Prince Arthur and Kaministiquia Railway and built the road from West Fort William to Port Arthur (from the Town Plot to the Landing). They had as rolling stock one engine and no cars. The company itself never operated their railway. Operation was first carried on by the construction contractors who turned it over to the government, and it eventually became C.P.R. The latter afterward abandoned the railway for

there own line. The abandoned grade was utilized by the C.N.R. & W. who in turn gave way to the C.N.R. The present C.N.R. direct line from Washford to the old roundhouse in Port Arthur is the original line and the oldest piece of railroad in Port Arthur.

It was a mighty big enterprise in 1875 for such a small community to construct that piece of railway, but the people refused to see there town ignored, and with a leader like they had there was nothing impossible. The municipality of Shuniah sold debentures and gave the road a bonus of $25,000.00. Bonds were issued by the company, but the money Shuniah was done by Thos. Marks, himself the president of the company. On taking over the road, the government found the company $15,000.00 by the time itself was ready for use to the company but the profit was in the benefit to the business interests and the making of the Lakehead a railway point.

Do you remember the old time picnics? The popular picnic spot for years was Kaministiquia. This was probably because it was the most available for you must remember there were no motor cars, the street car reached no park, and there was only one railroad. The great annual picnic was that of the C.P.R. employees and this was a very direct connection was present day conditions, for it was by these picnics that the C.P.R. employees financed their library which was the origin and nucleus of our present splendid public library.

When the C.P.R. employees, or some other organization held a picnic the town was deserted for the day. A long train of coaches set on the morning headed to capacity with a happy crowd. Pa and Ma and the children, and forgetting the lunch. There was always dancing and a good program of sports including a lacrosse game.

After the C.N.R. was constructed a new ground was made available at Stanley. That is, the railway brought you to the foot of the hill and then you had a climb. But who cared for a little thing like that? Many a hard lacrosse game was fought out at Stanley between Port Arthur and Fort William. Do you remember the one that ended in a general fight, wherein the mother of a Fort Arthur player took part with her umbrella? And also, do you remember the game at Welcome Island when the boat rams away leaving George Hennigan over there?

Do you remember Jack Carney for many years trainmaster at Elevator & Foreman of it, and boss grain trimmer? Jack was a real pioneer among elevator men coming here with M. Sellars from the Northern Elevator Toronto, in 1884. At that time there was only the original C.P.R. elevator at

Port Arthur. Then came elevator A, in Port William, and it was in this house that Jack held sway for so many years, and it was here that he displayed his great qualities for handling men and handling grain. To both he showed an ability that has never yet been surpassed. There was about Jack Carney a quality of calm confidence and assurance that made him master of any situation, no matter how difficult, and there are at times, some occasions and situations around an elevator. Grain handling conditions have changed greatly in recent years, but I believe that any of the present grain men who received their training under Jack Carney, will agree that had he lived he would have kept right up with the changes and have been found a leader to-day, as he always was. Don't you remember that night the wheels of the Ogilvie big gang? Can't you see him now, spitting a shovel line or handing out a stiver of sawn? Jack was a big man, and his heart was as big as his body.

Do you remember when the Ogilvie sold into the river? It was on May 28th, 1895, about five or six o'clock in the evening when the city was startled by the news that the Ogilvie elevator was sliding into the river. The movement commenced until about midnight and daylight showed the steel tanks leaning over the river submerged for about fifteen feet of their height, and pulled away from their piles on the land side. The engine house and shipping ever further and the walls seemed a danger of going completely into the river at any moment. For the first few hours, vessels refused to take the chance of passing. No further movement took place and the work of saving the grain was started. This was done by means of scows on the river side and cars on the rail side. The cars were unloaded at elevator D and the scows at different elevators. A very great part of the grain was saved. The foundation was the usual type of a concrete mattress on top of piles, and the collapse was due to the pile nearest the river giving way. The original elevator was very much smaller in the river than the present one is, and consisted of steel tanks only. There have been two concrete additions since then. A peculiar feature in the construction is the method of being riveted in the small way the plates of the tanks were all bolted together. This, of course, helped greatly in taking apart, and allowing the old plates to be used again with little damage.

Do you remember when "Doc" Hamilton ran against Dan Smith for the local house? When there was a new mill on the Kam River opposite elevator A? This mill was built and originally operated by Oliver Davidson and Company. Mr. Oliver was the father of the late Dr. Oliver and

also of M. J. Oliver, the C. N. steam agent. In later years it was operated by Carpenter and Co., Mr. Carpenter afterward became sheriff of Rat Portage (Kenora). This was at one time a scene of great industry where was the mill and also the company store and boarding house and also other houses. It would be difficult to find a vestige of this deserted industry at the present time.

Do you remember when Alex. McNaughton was not city clerk and Bill Davis was not chief of police? When Al Gellatly, Jim Whalen and "Chip" MacMaster went out about half way to the Current in Al's row over the log to where the tug was breaking a way for the incoming boats.

Do you remember the Indian Mission across the river from Arthur? Or when the fur traders first reached the head of the lakes there came with them the missionary priest. There was erected on the south bank of the Mission river just around the corner from the Ram a large wooden church, and there it was to be seen for many years, until progress and economy changed required the land.

The whole area south of the Mission including Mount Mackay was made an Indian reserve, at the Indian village clustered around the missionary's headquarters, where the Ram looks an corner in Thunder Bay through the Mission island. Little did one think a dozen years ago that we would be surrounded a populous fair residential district, but there our eyes did open see. The stone house as not exists of the pioneer period but only dates back some thirty or thirty five years. The negro has change, consisting of the priest's house and the church were of logs and were destroyed by fire. The church were replaced by a neat frame building a little beyond the where house and priest house. Between the church and the stone house was the ox sweep and grouped around the centre was the Indian village of some wheel-washed cottages. The whole was a happy quiet peaceful scene. The brothers of the Mission were wonderful to see and were the processes in showing both Indian and white man the possibilities of the land. All old-timers will remember when Brother Desmond used to supply vegetables to the two towns. The sisters conducted the first school of the head of the lakes, and that school was attended by boys and girls who are now Fort William citizens. For many years the priests the sisters and the brothers, so long as their energy spent their lives in the service of the Indians. The end came to a long era of quiet content, when commerce in the shape of the G.T.P. required the territory of the Mission. The Indians divided into two bands one settling at the foot of the Mountain, the other

going to Sprague Bay, whether the church and the cemetery had been moved and where the Jesuit missionary still carries on God's work while the store house stands a monument to, and a reminder of, a historic past.

Do you remember when Port William collegiate students were obliged to travel to Port Arthur and later, when the Port William collegiate was opened in one room in Ogden school? When the Central school grounds were enclosed by a high board fence? When Mrs. Sherk was teacher at Ogden? When Alack Sanderson had a general store on Victoria Ave. west? When Magistrate C. Corn was a policeman? And Magistrate Pulling was carpenter and built a gold at their jail? The first brick house on Port William? It is the house still standing at the corner of Ford and Frederick streets. It was erected by the late John Armstrong for many years keeper of the light at the mouth of the Kaministiquia river.

Do you remember the first concrete building on Port William? This was the Coyn Foundry at the corner of Syndicate and Empire avenues. It was built by the C. P. Company who moved here from Hamilton and operated the plant for the manufacture of stoves. It was turned into a munitions plant during the war and was destroyed by fire in 1921.

Do you remember when the C.P.R. station was at the [illegible] and there were four engines on Hardisty Street? The old station was burned to the ground a few years ago.

Do you remember the Dominion elections of 1882? Port William and Port Arthur were at that time in the constituency of Algoma. The writer was more pocket riding. It included every thing between Lake Superior and Hudson Bay and the Manitoba boundary line in western Ontario and on the east it included Sault Ste Marie and Manitoulin Islands. There was neither C.N.R. nor G.T.P. and the C.P.R had only completed the previous year two rag trains on the north shore. There were no roads worth mentioning and the automobile was an unheard of. The election being in the winter time made snowshoeing and dog sledding popular with the rotten officers.

Sir John Macdonald was the premier appealing to the electors for a new lease of power the Liberal forces were led by Edward Blake. The candidates were both from Port Arthur. R. J. Dawson sitting member was the Conservative candidate. Mr Dawson was civil engineer and was the man who had laid out the route for the troops in the first Riel rebellion. He came at all points as attached to the Dawson road. D. F. Burke was the Liberal candidate. He had come to Prince Arthur's Landing as manager of the Ontario Bank, became a contractor and was prominent a most of the enterprises of

the early days. He was always interested in farming was owner of the Fort Arthur Herald, and liked to be known as the "farmer editor".

The campaign was hotly contested. It was customary to hold mass meetings at which both candidates of their respective parties appeared. This helped to arouse interest and was the occasion for many clever tricks. On one occasion the Burke forces were holding a meeting in West Port William at which Dawson was invited to speak. Just as his turn came, the announcement was made that the train was pulling out all the Port Arthur people, including the Conservative speakers, went away without a chance to present their case.

The election for Algoma was held at a later date than in the rest of the Dominion on account of the general elections before polling day here. Despite the fact that the Conservatives had a big majority, Dawson only squeezed in by a majority of 13. The election was protested, but the protest was eventually dropped. D F Burke contested the next election but was defeated by George H McDonnell.

Do you remember when Thomas Robinson kept a black smith shop and shoeing forge on South Mary Street, and also owned a trotting horse? When Bobby Escalyon had a dry goods store in the Kerby Block, and to the enjoyment of the whole community sang Scotch songs at local concerts? When there was a congenial grocery store in a frame building on Victoria Avenue where the Princess Block now stands? When there were five livery stables where you could have a horse and rent one garage? When Mr Ireton had a flourishing grocery store in the building now occupied by offices of the Ogilvie Milling Company. This store was the general descendant of John McLaren's trading post. Mr McLaren was among the very earliest of Fort William citizens and traded with the Indians long before there was any settlement here. His cargo and merchandizers were on the present site of D elevator

Do you remember when George Brown really meant George W Brown name from College school nearly forty years ago when Port Arthur was Prince Arthur's Landing and established a rival works under the firm name of G W Brown and Co for we were successful from the first and, when the time was ripe opened a branch in Fort William. Later he disposed of his retail business and became manager for Gordon Ironside and Fares when they established the first wholesale merchants house here. In former times Mr Brown was very active in Port Arthur municipal politics. He served several terms as councillor and there remains in the memory one especially warm campaign for councillor in ward two. There were three to be elected and Mr Brown was on the ticket which included

D F Burke and W J Bovill as candidates At that time there was a widely advertised patent medicine "P.D." and the Brown Burke "Bovil" combination became known as Murdock Blood Bitters. George has quit the west game, but is still going strong He has so many good qualities that his friends are willing to forgive him his few failings. He saw his mistake in time, and left Port Arthur as his always voted They but clean cheer to us, they are indefatigable that if he is given sufficient time, he will correct the habit also, say to two or three hundred years

Do you remember George Dubuque? One of the best and smartest sportsmen our city has ever known He came here from the west about 1891, to be our genial agent for C.P.R. freight sheds and played lacrosse and hockey until he died in 1911 Faithful and efficient in his work he came to be John Fraser's right hand man in the freight sheds, but it was on the lacrosse field and on the ice that he won the hearts of all Don't you remember some of those strenuous lacrosse games on the old ball in Port Arthur, or on the old Algoma Street field where the Mac ory block and the West Hotel now stand? The game, when George Dubuque was doing only about 150 pounds, was never afraid to go in and fought it to the finish of them! And he never failed to give a good account of himself He was a low game player, he laccrosse that it eluded such live players as Jimmy O'Hagan, Sid Little and Bob Manson At first he play d goal on the ice team not later became point player He never wore the lacrosse hockey stick but stuck to the old style of sprag skate a style that is now extinct He kept appearance on the ice was as official referee of the New Ontario Hockey League

Do you remember the big grain shed of 1881 It was built in the winter of 87 and 88 to take care of the bumper crop of 1887 Plenty are not now available as a measure of that crop, but it would be safe to say it was not quite nearly as great now as it did then It was however a real bumper crop It filled up every inch of every bin roads and taxed the C.P.R. to its limit. The storage at that time consisted of elevator A, one of 65 quarter main bins and the C.P.R. elevators at Port Arthur (Mercdes) 350,000 bushels. To this was added the big grain shed over half a million, all other warehouses that could be made to serve and the cars on the yards There was probably the vast total of two and a half million bushels in store here at the open up of navigation The big shed was 500 feet long and 125 feet wide. The timber stills were laid on blocks placed on the frozen ground Joists were set upon these blockers and floor laid, the inches run up, and about every sixteen feet a partition was

ren across the building. This made a bin about 16 feet wide and 126 feet long. On each side of the shed a track was laid and from the pits on the track the rails were so bowled with barrows and pushcarts it was dumped on the floor, and railways made to pile it as high as possible. The building and filling of that shed went on at the same pace and the grain men were right on the heels of the carpenters, the whole time filling a compartment as one was ready. In the following spring the grain was reloaded, wet and all, and put through elevator A. The site of the shed was opposite elevator A and B. The shed was used for one season only. During the reminiscence of elevator B, the following summer part of the shed was used as a board rig camp.

W. J. Ross, present hydro commissioner was C. P. R. superintendent of bridges and buildings at that time and the construction was carried on by his department under the supervision of J. W. Robertson. A notable arrival at that time was a young lad from Ireland called John Flanagan who has stayed with us ever since.

Do you remember M. Sclanz? He was the pioneer of the elevator and grain trade at Port Arthur and Port William. He was the Old Man to all those who were connected with the elevators, and his memory is still held dear in the minds of the old guard as name and character speech and a rough way about him, behind which was hidden a heart of gold and a warm and kindly personality. Mr. Sellers came to Port Arthur from the Northern elevator in Toronto in 1885 to take the job for the C.P.R. of the first elevator at the head of the lakes, and he remained for twenty years watching that system grow until it included elevators A, B, C, D and E. He then resigned his position with the C.P.R. and established the grain firm of M. Sellers and Son in 1906. Those early days, naturally there did not exist the present elaborate system of contesting with grain handling. The Old Man was, in his own personal elevator superintendent, and a superior shippers' agent and vessel agent. His word was supreme, his point final and if you got down there with the Old Man that would get a square deal. Org melly he had a Port Arthur going back and forth by hand car for that was before the day of street cars. Later he built a house at Peter's rest where he lived out his life. His grounds adjoin of those of St. Luke's Church, and he was at home in a three piece Outside of his church he did not take an active part as was his wife. The Old Man was justly of not only a wonderful elevator system but also of a family of elevator men. More strictly speaking it is more rather than a family of grain men that he founded for they are now in the third generation and going strong.

Do you remember when the electric light came to the head of the lakes? It seems now as if we had always been in the habit of wearing light by the mere turning of a switch... but it really not so long since coal oil lamps were the vogue on every house. And remember how all those lamps had to be trimmed and filled every day by what a task it was to clean and polish the chimneys!

Poor as was this light, there will remain in the memory of many the year when the supply of coal oil was totally exhausted before the arrival of the first boat, and we had to depend on candles. That was the time when the mastery of the coal oil lamps was go of the moment day and. The first electric light was supplied in Port Arthur by the P. A. Lumber Company who had a generator in their saw mill which was located near the present C.N.R. elevator. This served until the city built the first section of the street railway and put in a steam plant at Current River about 1890. The street cars and lights were run off the same generator, with the result that every light in the city was affected by the running of the cars. All stops and starts of each of the two cars on the road were duly registered in every house in town, and with a little practice it was quite simple to locate each car at any particular time.

Fort William's first electric light was supplied by Engineers John Mallon and John Adams from the old power house and pumping station located near the foot of Frederick Street.

While Port Arthur had the first electric light, Fort William led the way in street lighting having good arc lights while Port Arthur was still satisfied with the incandescent lamps.

Do you remember Mac Hoehoe, who built the Avenue Hotel and conducted it for so many years and whose slogan was, "If business interferes with eating eat our business. Dan Whelen who was one of the very earliest barbers, whose shop was on West Port and Tom Dunbar whose shop was on Victoria Avenue? Neither barber shop was shuttered up with a lot of women. Do you remember Harry Peacock as a tailor shop on Victoria Avenue and Jack Coleman, clerk to the super nte dent, who e now D. C. Coleman, general manager of the C.P.R. western lines? Joe Oakley who kept a grocery store on South May a city alderman, who was drowned on a fishing expedition? Hugh e Fraser? He came here at the time of building old elevator A, and remained for several years as B. & B. master and was transferred to Kenora. Isaac Byrnes, who died a few years ago over eighty years of age, and who was employed so many years in the C.P.R. sheds!

J. Madison Hicks, the socialist orator who used to conduct outdoor meetings on the vacant lots on north Brooklyn W Wonders, the original stationer and book seller on Victoria Avenue where the Kelly block now stands? The firm of Morton and Adcock, who were the live rustlers twenty odd years ago? Charlie Pine who was a C.P.S. irishman and switch man before he went back to the land, and made a big success at farming in Slate River?

THE LOST MINE OF SILVER ISLET

BY RICHARD A. HASTE

(From the Dearborn Independent, through the courtesy of the editor)

In the vicinity of Lake Superior, in the height of land its great ridge pole of the roof of the continent. This region has always been a land of mystery. Here are laid the scenes of many homicidal Indian legends. The comb girt chapes on the lake were the favorite watering of the Great Spirit. Here gesticulating in the land sea, the maker of the world hid his treasures and gave them into the keeping of Manitou and of the sea. To this treasure land long ago came strange peoples from the south the men of builders and the Aztecs, lost copper. To this shining rag sea water came also, in a later day those men of iron whose deeds make up the story of the Great Lone Land, a story that has never been fully told. It is with one of the hidden treasures of this lake that I'm a story has to do.

You who have been so fortunate as to take that most delightful of all summer journeys, the lake trip from Owen Sound or Sarnia to Port Arthur, doubt less associate Thunder Cape, that bold promontory that guards the entrance to the twin harbours of Port William and Port Arthur. No doubt your attention was called to Je o Ken a point to your left as you approached the Cape and you learned perhaps some of its interesting history. Perhaps too, I it were a clear day the captain gave you his remarks and directions as he drew to a low lying island near the North shore not far from the base of Thunder Cape. It is island that seemed not so large as your hand on which stood queer shaped buildings, now partially wrecked and rapidly going to decay but this you will not notice even with the glass. Silver is at the sea.

Perhaps the captain told you of the last mine beneath the lake, of the shafts and hewn a that honeycomb the rock more than a thousand feet below the level of the water of the town and coat of silver that, as in a night when the cold waters of the lake plunged he claim and took possession of all save the upper works. It was he that you were told also, by the citizens of Port Arthur of the dull shocks that are traces by felt, accompanied by low rumbling thunder though the sky a clear—the ghosts of unrewarded miners blasting for silver beneath the sea.

It was, I think, in the year 1868 that a small party of miners prospecting for copper at the base of Thunder Cape while surveying their claims, chanced to land on a barren

rock about a mile from shore to plant observation stakes. This rock was about sixty feet across, and not more than four feet above the level of the lake. It resembled the dome of a human skull just rising out of the water.

Across this Skull Rock as it was then called, ran a vein of galena in which a few strokes of the pick revealed the presence of silver. A half dozen powder blasts were sufficient to detach of the ore bearing rock above the water line but as soon was tresently a young diviner into the sky where, through the clear water, the outcroppin of silver were visible. These were dislodged with crowbars, the men working up to their necks in the ice cold water. The game however was worth the candle, for the ore thus taken got tested and shipped to Montreal assayed seven thousand dollars a ton pure silver.

The boat as was owned by the Montreal Mining Company Limited a company of conservative capitalists. In a way their had favoured them long here when their grasp was equal to the fabled treasure of the sea. As far as human laws was concerned, it belonged to them. But—and it was a big but—the Great Spirit had placed it within the keeping of the sea. For it see hundred miles in the east there is nothing to break the great sweep of the wind. And when at the end of the storm, the legend of the deep count doth the little treasure island disappears—utterly lost in the spume and froth of the breakers. Where was the man or company of men who would presume to defy those giant powers and remove the prize from its setting?

The men company ng the Montreal Mining Company were conservative They were wel ing and ready to the pursuit of wealth to rare h is and found mountains they were ready o ma ship through the solid rock with they could find the earlie r steam! fire le ment rests the opposition to be encountered could be measured and provided for but they shrank from measuring their strength age nst the unknown power of the w nd and sea. Therefore they accepted an offer of $225,000.00 and transferred Silver Islet and a number of surround ing mining locations to an American syndicate headed by A xander H. Sibley of New York

Here begins the active history of one of the world s most famous mines, a history more dramatic n its details than novelist ever conceived

It seems but when on unusual task is to be performed, when a Man is worked the time and necessity with unerring instinct brings him forth Here was a Herculean task and the first throw of the dice turned up the men a modest mining engineer William B Frue

There is something strongly feline about Lake Superior. It is so lithe and soft and caressing. In August and September and often later. It is usually in a peculiarly gentle mood. Like a great tiger it stretches itself in the warm sun and purrs and sleeps. It is so beautiful and seems so harmless, yet beneath this calm and gentleness you can see its giant muscles swell as the great cat extends and contracts its claws in pure enjoyment of its latent power

On one of those perfect days, September 1 1869, Superintendent Pyne, with mandamus supplies, a crew of ninety men and a great raft of timber arrived at Silver Inlet. There was not a ripple on the surface of the water. The beautiful ledges of Thunder Cape, even to the fantastic rock of Sleeping Giant, were duplicated in the water below. But Superintendent Pyne knew the lake, he knew its moods. This one might last a day a week, perhaps a month, but not much longer, as any rate, and then!—

There was the Skull Rock a mere footstool, a tiny island into which the shaft must be sunk, down, down into the bowels of the earth, while around it broke the angry waters of this "Shooting of the Sea." To sink that shaft and guard it against the fury of the Lake was Superintendent Pyne's task.

It was finally decided to encircle the island with a crib of timber filled with rock to break the force of the waves, while a stone and cement coffer dam was to furnish protection for the immediate mouth of the shaft. With feverish haste the work was pushed ahead, sixteen hours a day's work. If only the cribbing could be got into place before the autumn storms began all might be well One week, two weeks a month passed and still the Great Lake slept, unconscious of or in contempt of the puny efforts of the human ants on Silver Inlet Day after day the sun rose as out of a mirror and sank crimsoned behind the shoulders of the Sleeping Giant. Five weeks, the cribbing was done, the shaft was being sunk, and every day the progress metal was coming to the surface Six weeks never a wrinkle! The human ants were beginning to feel secure in these new abode Then came the 26th of October

It was three o clock in the afternoon when the wind began to blow strong from the south-east. In half an hour the Lake right to the horizon line was white with foam. "It's coming at last," said Pyne, "but we are here first and I think we can stay." When the second shift quit work at six o clock the waves were beginning the east breakwater, defending the men outside the coffer dam From the rocky shore of Thunder Cape came the boom of the surf like a rolling cannonade The little plunging tug had just arrived with the third shift

west to the ship. The cribbing on the westward side was already beginning with the impact of the waves. Stubbornly to remain would be useless and might be suicide. It was the first trial of strength and the result to the mind of the superintendent was at least doubtful. Orders were therefore given to all hands to go ashore. There was little sleep for Superintendent Pringle that night. He had secured first mishap, he had been given fair play he had made the utmost score now the sea was taking a hand in the game. All night he walked the beach and listened groaning as best he could the progress of the battle. How the breakers roared, how the wind howled and shrieked as wave after wave came home before secret the wind fell and died down and by test o'clock the sea had subsided to the ruins underneath Pyne promptly set out to the scene of the disaster, and it was then at what he saw. Two hundred feet of the breakwater had been carried away the cofferdam was a part al wreck, and as if to shriek, the storm had filled the shafts to the brim with the rock of the cribbing

The Company had agreed to give Fraser brooks of $25,000.00 in addition to his salary on condition that before September 1 1871 the first year of operation, he mined and shipped ore to the value of $250,000.00, or amount to cover the ore and purchase price and the bonus. On the morning of October 27 that bonus appeared to Pyne as distant as the moon But under the apparently crushing defeat he lost neither his heart nor his head He had learned something from the storm. He had learned something of the game as it was to be played by his antagonist.

All hands were put to work; the cribbing was rebuilt and strengthened the cofferdam was restored and the debris removed from the shaft. The sea remained quiet. Mining was resumed and by the last day of November when navigation closed, the plucky superintendent had the satisfaction of knowing had $100,000.00 worth of ore he had been shipped down the lake to Montreal Hardly had the vessel with the last shipment got away when the mercury dropped to ten below zero The Lake froze heavily in places, and then from the southeast came another storm

It was a fresh attack and Dame the sea, as if maddened by the persistence of the invaders, brought up its artillery and hurled tons upon tons of ice against the cribbing which crumbled like an eggshell before the tremendous onslaught But in a swirl battering defeated its own purpose the accumulation of ice soon formed a breakwater against which the waves beat out their fury For three days and nights the storm raged, then the sea smoothed out again and Pyne took

stock of the mine. The cofferdam remained but most of the outlining was gone. The foreman after looking over the wreck remarked, "You cannot make anything stop here" but Frue thought differently.

Nature is the greatest of engineers, and he who would oppose her must adopt her ideas and be ever ready to profit by a hint. The ice gorge gave Frue the key to the situation. Taking advantage of the winter and the ice he threw out a breakwater facing the southeast. The structure had a base of twenty-five feet, rose twenty feet above the surface of the water and was backed by earthing filled with the debris from the mine. Work was prosecuted both underground and on the defenses with little interruption until March 8th. Then the Lake gathered its forces for what seemed not only another assault but the commencement of a campaign of annihilation. Masses of ice as large as the Islet itself were hurled against the growing fortifications which were soon driven headlong up the incline towards the centre of the Island. Wave after wave leapt, the breakwaters and it seemed that the lake would at last succeed in regaining the whole of the lost territory and in driving the invaders permanently from the ground. Storm succeeded storm during the entire month, each assault more terrific than the last. There was no rest [illegible] night. Every [illegible] of calm was employed to repair [illegible] and its strengthening, the weak places. At last apparently defeated the great lake withdrew its forces and the cupe [illegible] for the first time for [illegible] and [illegible] 000 [illegible] and [illegible] tons of [illegible]. At the close of [illegible] a census showed a gross output [illegible] nearly one million dollars. The boats were immediately [illegible]. There seemed to be no longer any danger from the storms. From all appearances the lake had given up the contest, abandoned the [illegible] the spoilers who during the [illegible] years took out another million dollars of silver.

Silver Islet had become one of the wonder spots of the world. The little [illegible] Lake Skull Rock had grown to the magnitude to [illegible] original size. It extended to the outer breakwaters and supported not only the upper works of the mine but machine shops, storehouses, and permanent quarters for certain employees of the mine. From the eastern angle rose a lighthouse which on the [illegible] were [illegible] guide, and breakwaters for the [illegible] of the new [illegible] shipping. On the shore a town had [illegible] up, a town with churches and a schoolhouse, great reducing works, clerks' rooms for the owners and neat cottages for the families of five hundred workmen.

Fate was the magician who had wrought the change. He had found a barren rock a mile from the shore of a howling wilderness and in three years had made it the centre of one of the most important enterprises in the continent. The treasure he sought was guarded by the most powerful and treacherous of nature's foes, but he met every emergency and at the end of five years was the uppermost conqueror. Her victories never gives him a battle.

After ripe as if in sentient anticipation of what was to come, the lake had risen approximately underneath the island. The main shaft had reached the depth of 800 feet when this counterpoise was struck. The impounded waters under the enormous pressure leaped forth fiercely, driving the miners from level to level. Despite the work of a four inch pump the water rose at the rate of ten feet an hour. Another six inch pump was installed but it was work against which gold could barely keep the pace below the fifth level. An order was dispatched for a pump which even such giganticism but failed it could secure by the time made one more effort to demolish the upper works. A double attack from above and below seemed to have been planned. All previous threats were thwarted they were mere mockery, compared with the hurricane that now swept down from the north-east. A breach was at once made in the breakwater and sixty feet of it elsewhere carried away. Before the damage could be repaired another assault carried away 360 feet of the southern arm of the harbour-mouth skirt and 3,000 tons of rock. So violent was the wind that refuse rock flew about the island like balloons." Fortunately the new pier remained intact and the breakwater kept going. But the storm died away, the mammoth pump carried and slowly the waters in the mine were put under control. It was a well planned attack, and the defenders won by a margin so small that an accident however slight would have turned the scale.

It was soon after this that Superintendent Penn left the employ of the company and disappeared from its history. The fortunes of this remarkable man for the next ten years need not be recounted. If if then left Delta from the history of other mines. People had deeper fears for shafts, and water and water retarded the steps and levels. In constant fear of the sea and wind above the work went on. Some years the output ran into hundreds of thousands. Then again it would hardly pay expenses. At last there came a year when the output came ahead of the operating expenses. The indications were as good as ever but somehow the ore in hand did not seem to pay out well. The stockholders were called upon to make up a deficit. There was grumbling and dissension. Each

ore to the value of half a million dollars was visible in the roof of the first level, but its removal has hitherto been regarded as dangerous. Now however plans were decided upon to put in a false roof and remove the ore.

The main shaft had now reached a depth of 1300 feet below the lake level. Gigantic pumps driven by powerful engines were kept busy holding back the mighty sea. Storms might come and wreck the upper works, but storms subside and the ravages of the sea can be repaired; but this eternal assault from beneath could be resisted only by tireless energy that never slumbered. Let the throbbing engines cease their work, let the pumps but stop for a day and the battle of years would be lost.

It was November, 1884, and the coal was running low. Only a few hundred tons remained on the sheds on the Island and the hungry furnaces were soon down to the last. But more was expected any day,—the vessel's supply had already left the Lower Lakes. It should be somewhere on Lake Superior now. Day followed day—it did not come. It was getting late and navigation might close at any time. Work went on as usual, save slight accident had delayed the steamer. The coal was sure to come; the miners told each other. Day and night was heard the monotonous sound, that of the pumps: but all the time the coal was getting lower—and the sea was waiting, waiting.

It was an anxious Christmas for the folk of Silver Islet, that Christmas of 1884. There was blazing excitement for the arrival of the looked for steamer. What if it should not come? Could it come now? The cold was intense and already the ice had formed six inches thick in the bays and the ice field was creeping out into the Lake from which rose like stages from a mighty cathedral, huge banks of noiseless clouds.

The New Years came, January 1, 1885 and no coal. But instead there came a dog team from Port Dalhousie bearing the glorious news that a drunken captain with a cargo of a thousand tons of coal for Silver Islet had allowed his vessel to be frozen in the ice at Houghton. The furnaces were put on half rations in the vain hope that something might happen to bring relief. But at last came a day when the fires went out, and the exultant sea reclaimed its own.

Thirty-seven years have passed since that fatal day a generation has come and gone, but no attempt has been made to fight back the sea and reopen the mine. The land and the ships that once stretched for a mile along the shore are abandoned and desolate. The great engines and hoisting houses on the island are rotting where they stood. The light-

hemns has long since disappeared. The docks and break-waters are resting. They are at peace with the sea which in contempt has given them over to the slow torture of time. Down in the shafts and galleries where men once worked, fishes stare with unblinking eyes at the misty walls. On the mainland the great reducing plant with its batteries of stamp and runners is rapidly going to decay. Grass and briers grow in the abandoned street and at night hedgehogs hold high revel in the silent church and owls hoot from the rickety tower.

Why has it a name with all its ghastly wreck of as we are been left a the possession of the sea? I know not. The old men have taken many bold and strange shapes of strange design. He told me that sometimes when the air is full of light when his mind sleeps and the placid sea reflects the great blue bowl of heaven, the surface of the Lake will suddenly heave in long, low swells and then smooth out again. Then, as from the depths of the earth come low rumbling sounds muffled and industrial, like a far off catastrophe. He said we, too, that at night, when the storm comes from the east and the air is filled with thudding wreck, ghostly lights flit about the treasure island, and on the hills of the wind you can distinctly hear the rumbling of a hoisting cable and the rhythmic pulsations of a ghostly engine.

I fear that years of almost uninterrupted solitude may have warped his imagination. By that as it may the fact remains that like silver fleece is still guarded by a dragon that never sleeps, the omnipresent power of the sea.

CANADIAN PACIFIC RAILWAY CONSTRUCTION IN 1874 AT FORT WILLIAM

BY JOHN KING

Contract No. 1 dated October 17, 1874, was made with Sifton, Glass and Fleming for the construction of a telegraph line between Fort Garry and Fort Frilly Contract No. 2 dated October 20, 1874 was made with Herbert Fuller for the construction of a line between Fort Frilly and Edmonton Contract No 3, dated November 16, 1874 was made with W. J. Jarmett. The contract called for the construction of a line between Fort Edmonton and Cache Creek Contract No 4, dated February 5, 1875, with Oliver, Davidson and Rowan, provided for construction of the remaining line from Prince Arthur's Landing to the Red River

To accept the Canadian Railways with the North-west, an Order-in-Council dated November 4, 1874, advised a Subsidy of $12,000 per mile for an extension of the Canada Central Railway from Dungannon westward to the Eastern end of the branch, the railway proposed to be built from Georgian Bay by the Government at being about one hundred and twenty miles

Contract No. 10, dated April 3, 1875, was made with Sifton and Ward for the construction of a railroad from Fort William to Lake Shebandowan, a distance of forty-three miles Lake Shebandowan on reserve was named Shebandowan Creek 825 miles and completed in 1876. Contract No. 14 of the same date was made with the same firm for the construction of a road from Selkirk to Cross Lake, 77 miles, which was to completed on 1 1876. Contract No. 15 dated January 9 1877 with Joseph Whitehead for the grading of a line from Keewatin to Selkirk 112 miles, was finally made

In order to make available the water stretches between Lake Superior and Red River, work was commenced on the Port Frances Canal in Rainy River District in 1875 It was planned to make 37½ miles of canals with 290 locks between Kettle Falls and Rat Portage for steamboats of moderate draught After an expenditure of $250,000 the work was abandoned. Reports appeared as the progress of surveys made post like debts to dissatisfied to locate on The choice of Yellow head Pass gave a definite objective for a line from Lake Superior The report of its survey of 1877 located a satisfactory line from the headwaters of the various factors affecting the choice of the road from Lake Superior to Yale Jesse Cache 3 1878 Burrard Inlet was recommended as a terminus and adopted by an Order-in-Council of July 18 1878 To complete the connections with Georgian Bay Contract No

18, dated February 27, 1878 was made with Hon A. R. Foster for the construction of a road to the mouth of the French River, 80 miles. The contractor procured the improvement of the navigability of the French River to a distance of 70 miles from its mouth making it a terminus at that point. The contract was cancelled, an additional survey was made, and Contract 37 dated August 22, 1878, with Haney Charlebois and Flood for the construction between Nanabijou Post and the Head of Navigation on French River was agreed upon. This was cancelled on July 25 1879 and given to unemployed in 1880. Contract No 25, dated June 7, 1875 with Purcell and Ryan for the grading between Sunshine Creek and English River 40 miles and for track-laying between Port William and English River, was not completed in 1880 after expenditure of $1,500,000. Contract No 63 section A dated March 7 1879, with Marks and Connor for the construction between English River and Rugby, 218 miles, and section B dated March 20, 1879 with Fraser Grant and Pardo to for the construction between Eagle River and Keewatin 67 miles, called for completion in 1882.

In the summer of 1879, Connor and Marks had the contract to build the roadbed to Eagle River. J. K. Hamilton, Peter Ryan and myself were in charge of building the road and handling the supplies for the construction of the contract.

Many incidents occurred during the building of this road which meandered through mountains valleys and swamps. I remember a corduroy at petit point that was built over Prentice Swamp about half a mile long. These poles were cut in the woods and carried on our shoulders to cover this swamp where the supply was to go over. Another very interesting incident was the five or six loads of gunpowder we took on the trails from Port Arthur to Rocky Spring. The engineer was J Cockrin the foreman Jack McGee boy, and myself in charge of the team. Bob Craig who was conductor followed us about a distance of five or ten miles, for should anything happen he would find the powder where the Indians took place. This man who really was in charge of this gunpowder shipment was George MacDonald M P. We left Port Arthur about 10 a m the first day and went as far as Savanne where we spent the night. The second day we left at 6 a m and went to Silver Valley where we left the five cars. The gunpowder was hauled from Gal. River to Scott on Feeder construction Fraser Grant and Pardo job. It was to be used in blasting the rocks on location A. The boxes they gave me to take the five cars of gunpowder was $60.00. You can imagine what risk I was taking for that amount. The only time I was afraid was

when I took out the pass to uncouple the cars from the engine. I said to the engineer, "Please go slow when you pass these cars." Then I said, "Good-night!"

This late road was the only trail made while building the C.P.R. to the west.

The use of the road for this section was built as far as Eagle River.

Contract No. 36, dated June 10, 1879, with the Canada Central Railway provides for a change in the earlier subsidy between Pembroke and Nipissing giving a total subsidy of $1,440,000. Reliance of the Government on advice of the engineers in location of the line to avoid, for the present, the trouble with settlements and of considerable embarrassment. A petition was presented on April 17 1878 urging the advantages of Prince Arthur's Landing as a Canadian Pacific junction with Lake Superior. The choice of Port William was made the occasion for another petition on February 26, 1876.

Charges were made that the Government was in league with land speculators, and a Committee of the Senate did reveal the fact that extravagant prices has been paid. The Neebing Hotel, worth $5,000, was sold to the Government for $9,000. Land purchased at $6.00 an acre was sold at $600.00. One valuation of the Government was also a member of the Land Speculation Company. The Government took steps to prevent speculation, but only after the mischief was done.

A further protest of Port Arthur on March 15, 1878, led the C.P.R. engineer to insist that the shortest route was assurable and if an axe extension was unjustifiable.

You will note the cost of the Neebing Hotel $9,000 and sold for $5,000. The hotel today could not be by it for less than $50,000, because it was well constructed and a big building. You will also note that land was expensive although if we are comparing it with prices of today it was cheap even at that price. There must have been a few profiteers at that time but I believe we have not improved any in that respect at the present time. The politicians had to make some fuss to make political capital but I believe at that time we had better politicians than we have now. I also believe they were more sincere than they are today because they were not asking as much. They were satisfied with a smaller income. Today they are asking millions and we call them "smart fellows". The Premier made then was getting $5,000 a year, but an ordinary Commissioner appointed by the Government today gets from $10,000 to $20,000 a year. If yours to show that the people in real before as much about the amount of taxes they pay. Then they were far more careful as to how they imposed taxes on the tax-payers

THE CONSTRUCTION OF THE C. P. R. LAKE AND RAIL IN 1878 AT THE FRENCH RIVER

It was working on the cutting of the right-of way and there was also eight miles of steel laid there. A general election took place in that year when Sir John A. Macdonald came into power and he abandoned the construction at the Lake and Rail and closed all work. I had been working for three weeks and received the amount of $6.00. We were working for $1.25 a day. I left the French River and took the steamer "Wanbano" to Collingwood then took the steamer "Frances Smith" from Collingwood to Prince Arthur's Landing and went to work on the C.P.R. construction there.

The change of policy of the Government in 1880 and the inadequacy of the engineering staffs were evident in other directions. The term site at Fort William was expensively and unadvantageously chanted. Reports and minutes of evidence taken were put before the Select Committee of the Senate appointed to inquire into and report upon the purchases of lands at Fort William for a terminus for the Canadian Pacific Railway. On the advice of the Engineer-in-Chief large quantities of rails were purchased in 1875. Later the prices fell and an addition a great deal of waste was caused by conditions. The difficulties were emphasized by an almost endless reliance of the Government on expert advice. A change of policy decided upon by the engineers for purposes of distribution on Contract No. 15 was carried out in spite of the Government's determination not to do it. The Premier opened his letter patented, accepted the choice of the Engineer-in-Chief of the term site at Fort William. This reliance of the Government on advice of engineers the inadequacy of the advice, and the Interference of the Government itself, occasioned considerable difficulty with tenders and contractors.

The Governor-General, the Marquis of Lorne in 1881 came through Fort Arthur and Fort William to Waboose, and from there went by water to Section A west of Eagle River where we took the train to Winnipeg. The train that took him from Fort Arthur was made up of a caboose, boxcar and two decorated flat-cars with seats of planks. On our way west, we had dinner between Bonner and Flanon at Twin Lake. Lunch was spread on the grass and each one helped himself. The crew in charge of the train were J. Costello, engineer; Josh McCartney, fireman; Bob Craig, conductor and myself as brakeman. We went right through to Wahigon

on the same day. It was a beautiful day. The Governor General wore a grey suit with a large laminated grey sun hat, or helmet known as a "Turtle hat". He was a very young man and very hospitable toward us. He was going through to the coast, and was one of the first Governors to see the C.P.R. under construction from coast to coast.

Winnipeg was only a village then. In fact the head quarters of the railway was at Selkirk in 1881. In 1882 the C.P.R. was connected with Winnipeg. Pat Doyle of Glengarry with Pat Purcell the contractor my brother Peter and myself were on the train, which was the first train to go through under construction to Selkirk and Winnipeg. The engineer who took us from here to Selkirk was J. Costello, and the late Alex Swan fireman. The C.P.R. then took the road over and had to repair and ballast it from here to Winnipeg to put it in running order. A large extra gang was placed on the road, also boarding cars. Then the track was ballasted, raised and lined up, and bridges repaired, and stations, telegraph lines looked up. Water tanks and section houses were built and at every divisional point a round house was built to take care of the equipment.

A few notes on the traffic of the Canadian Pacific Railway may be of some interest.

In the year 1882 and 1883 185,737 passengers were carried, and in 1921, 11,318,958. This shows the increase in traffic and that the railroad was supplying a fair business. The freight carried from 1903 to 1921 was 7,195,815 in 23,710,976 tons. The grain carried in 1901 was 58,977,485 bushels, and in 1921, 175,206,118 bushels. In 1901 the flour carried was 3,745,877 barrels and in 1921 11,718,936 barrels. Live stock carried in 1901 was 945,986 head and in 1921 1,812,949 head. You can judge by this that the railway's finances were steadily increasing.

Other items carried in 1901 were 2,906,970 tons and in 1921 7,013,876 tons. Lumber carried in 1901 was 898,254,666 feet, and in 1921 2,382,570,898 feet. This shows the mineral resources were showing rapid development. Pine wood carried in 1901 was 204,315 cords and in 1921 364,836 cords.

EQUIPMENT

In 1901 there were 383 condensing cars, and in 1921 there were 1,257 cars. Locomotives in 1901 numbered 708 and in 1921 2,255. It shows that the equipment was increasing and there is a great deal more than that today

EARNINGS

In 1883 freight earnings were $6,756,315 and in 1921, $138,541,446.68. Passenger receipts for 1921 amounted to $6,456,219.50, and for 1921, $41,564,589. Mail earnings in 1881 were $516,000.45, and in 1921, $2,538,958.96. We can see by the small review that Canada is rapidly developing, and a prosperous future is to be expected.

Railway expenses for 1883 were $1,164,229.36 and in 1921, $138,820,414. There is no doubt but that with this great improvement Canada will continue to improve, and this is due to the C.P.R. and other railways of Canada

The first crop of grain handled from the Western Province was handled at West Fort William. The grain was unloaded from the cars to a large shed on the bank of the Kaministiquia River by wheel barrows and reloaded in the spring from shed to scow to the same manner I took part in the loading of the grain from shed to boat.

The second crop was handled the same way, only that there was a large shed built at West Fort William so called at that time and when the C.P.R left Fort Arthur and came to Port William, I built the main line from West Fort William to Port Arthur I built the cells in which where we connected the grain line at Port Arthur to West Fort William where today the Canadian National Railway has its main line, and I also was in the first Industrial Site at Grahame and Home sawmill from where all the lumber at that time was shipped to the Western Province. I also put in the first track at Silverdale A wheel elevator the C.P.R. are asking tenders to tear down.

At that time, when Elevator C was built, we thought we had a wonderful equipment for handling the grain. It was certainly a great improvement to handling it by means of wheel-barrows How many wheel-barrows would it take to handle the western crop of today? Now we have what we call a modern way of handling grain and Elevators A and C are completely out of date as the wheel-hill rows where we built these elevators. We can easily see what Port William and Port Arthur will be at the Head of the Lakes when the Western Provinces have a population of five to ten millions These two harbours will be covered by elevators, especially on both sides of the Kaministiquia River from Port Demeranes to the mouth. Then these cities will become the greatest of Western Canada and also one great prospects of minerals, undeveloped we build these up. All these great accomplishments were made possible by the building of the C.P.R. and C.N.R. Our future cannot be measured It is left to every individual to do his bit.

FIRST THINGS IN PORT ARTHUR

BY F. H. WILLEY

Lieut Henry Wolsey Bayfield R.N. in charge of the survey to continue the above of Lake Superior spent the Winter of 1823-24 in Thunder Bay with the schooners Beaver Otter and Mink, employed by him in the performance of this work.

These schooners were owned by the American Fur Company with headquarters at Presque Isle (Marquette Mich.) his own ship having been St. Mary's Falls on the Sault river

This survey was completed during the years 1823-24 and is known as the most remarkable work in the history of hydrography

The first steamer to enter Thunder Bay was the American ship "John Palmer" carrying Thomas Gummersall Anderson whose mission was to negotiate a treaty with the Ojibway Indians of Lake Superior. This treaty was concluded by the Hon. W. B. Robinson of Toronto, in 1850 and is known as the Robinson Treaty

The first British bottom, under steam to enter Thunder Bay was the tug Dart Captain Duncan McRae's.

The first official notice taken of Thunder Bay was when Henry Giesbrecht an officer of the H. B. Company was instructed by the Government to conduct an exploratory expedition from Thunder Bay to the Red River in 1858. His chief assistants were Simon J. Dawson C.E. and Professor Henry Youle Hind both of whom submitted valuable reports on Thunder Bay as a harbour

This expedition had its base at the mouth of Current River and it was then, and for many years after known as the Northwest Station.

Work on the construction of the Dawson Road" was begun by the Government in 1863, then known as the "Red River Road" with Simon J. Dawson C.E. as superintendent of construction

Colonel Wolseley (later Sir Garnet) invited at what is now the foot of Arthur Street, on the morning of May 29th 1870, on his way to the Red River to quel the half-breed rebellion of that date, having an armed force of 1300 men proceeded west over the Dawson route. Colonel Wolseley named the place Prince Arthur's Landing in honour of Prince Arthur (later Duke of Connaught) then serving with the forces in Canada

First Post Office opened in 1870, known as Thunder Bay. D M Blackwood postmaster. The office was known as Thunder Bay P O until March 1884.

The survey of the village of Prince Arthur's Landing was done by Hugh Wilson O L S., and completed in December 1871.

The first railway to enter Prince Arthur's Landing was the P.A.L & Kam Railway constructed by the Municipality of Shuniah, for the purpose of connecting with the C.P.R. at the Town Plot of Fort William in 1876.

The C.P.R. was completed to Winnipeg in 1882, and to Montreal in 1886.

The C.N. was completed to Winnipeg in 1909 and to Toronto in 1914.

The first grain elevation was built at Prince Arthur's Landing in 1883 by the C.P.R.

The first Manitoba wheat was shipped through Thunder Bay via Prince Arthur's Landing in September 1883, being a cargo of 10,000 bushels, on the steamer "Rye" Captain J Clifford.

The first coal handled for export to western points was delivered in September 1882 by the schooner "F L Danforth" Captain Cummerford.

Town of Port Arthur incorporated March 1884.

City of Port Arthur incorporated March 1906.

First Reeve F. J Brown, 1873.

First Mayor of the Town of Port Arthur Thomas Marks, 1884.

WHEN FORT WILLIAM WAS A CAPITAL

(From the Montreal Standard)

During the years of trade rivalry and often of open hostility between the Hudson Bay Company and the younger North West Company the furtrade brought in its goods and carried its furs home to England by Hudson Bay, Hudson Strait, and the North Atlantic Ocean, the route that it is now proposed to restore to commerce.

The North West Company had its base in the east. The principal shareholders of the company (partners as they were called) had their homes in Montreal and the goods imported from England to be used in bartering with the Indians were brought to Montreal by ship and carried to the west in canoes, although the first stage of the journey was for many years made in carts. The carts hauled the goods 16 miles from Montreal to Lachine at the head of the famous rapids. The two great waterways fork, one part, the St. Lawrence River coming down from the Great Lakes, and the other the Ottawa River, flowing down from the west, and affording a direct route to the center of Canada beyond the Great Lakes.

The canoes of the North West Company usually proceeded westward by way of the Ottawa River, the Mattawa over the portage that led to a stream flowing into Lake Nipissing across the lake, down the French River out of which they passed into the Georgian Bay of Lake Huron. In this way route that Champlain had followed in his explorations to the Great Lakes in the autumn of 1615 and that the route along which some day may be constructed the Georgian Bay canal.

Having reached the Great Lakes the first task of the North West Company heavily laden with goods and supplies skirted the north shore threaded its way among the islands of the north channel of the Georgian Bay and entered the straits, and so came to Sault Ste Marie where the company maintained a large trading post. Here the fleet passed into Lake Superior and after much toil at the portage, came to the Head of the Lake and entered the Pigeon River flowing from the west.

Not far from Lake Superior rapids obstruct the navigation of the Pigeon River. Here was the Grand Portage which led from the head of navigation on the Pigeon River to the beginning of navigation on the waterway made up of Rainy Lake, Lake of the Woods and several other smaller lakes and their connecting rivers. The large canoes on which the goods were brought up from Lachine did not go beyond

the easterly end of the Grand Portage. Over this long and rough portage the goods and supplies were carried by the hardy voyageurs from the east to the west who met here during the early weeks of each summer.

At the western end of the Grand Portage, the goods were loaded into the smaller canoes used on the western water ways, and transported to the very interior region of the distant west. The journeys of some of the voyageurs who each summer set out from the Grand Portage did not end until the voyageurs were among the foothills of the Rocky Mountains.

The degree of greatness of the Grand Portage came to an end. The country to the south of the Great Lakes became part of United States, and for some distance west of Lake Superior the Pigeon River became the international boundary. Being on the south side of this river, the Grand Portage ceased to be British territory, and the North West Company began looking about for another base on the Great Lakes.

In 1783, the company sent out an engineer named Edward Umfreville to find a suitable fur trade trading post on British territory. He travelled far and visited many places, but found none that he thought more highly of than the banks of the Kaministiquia River which enters Lake Superior about twenty miles to the northeast of the mouth of the Pigeon River. Because of certain commanding advantages this spot was selected as the site of the new fort. The River was found to be deep, east of access from the Lake affording a safe and spacious harbour.

And so the North West Company established there a base on the Great Lakes, and called it Fort William, in honor of William McGillivray the principal partner of the company and a shareholder was called. Where that fort and fur trading post were built almost a century and a half ago, now stands a busy city, one of Canada's chief grain ports on the Upper Lakes, and the seat of thriving industries

EARLY DAYS AT FORT GARRY

BY JOHN McKENZIE

Few people who visit Winnipeg to-day, and see the beautiful Hudson Bay Company store costing about six million dollars, have any idea what Old Fort Garry was in the early days. In 1835 the northern department council held at York Factory passed the resolution, "The establishment of Fort Garry being in a very dilapidated state, its situation not sufficiently central, much exposed to the spring floods very inconvenient in regard to the navigation of the river and in other points of view it is resolved that a new establishment to bear the same name be formed on a site to be selected from the lower end of the reach for which purpose tradesmen be employed or the work done by contract as may be found most expedient, and as stone and lime are on the spot these materials be used being cheaper and more durable than wood.

My grandfather who was then chief factor in charge of York Factory was appointed Governor of Assiniboia, and Chief Factor in charge of the Red River District under Sir George Simpson Commissioner-in-Chief of the Hudson Bay Company.

During 1835 and 1836 instead of abandoning the commanding site at the forks of the Red River he erected thereon a fort of stone with a frontage of 250 feet on the Assiniboine River and a depth of 240 feet with high bastions at each corner loop-holed for musketry and pierced for cannon with boat and substantial stores dwellings offices and barracks thereon Afterwards to the stone fort he added, during his second term as governor a square about equal in size to the rear of the stone part the wall being of big square logs laid horizontally and pinned together This only remaining part of Fort Garry now in existence is the old stone back gate of the elaborate modern gateway to the stone part, built in 1835 and 36. Many people living in Winnipeg to-day are of the opinion that the gate now standing was the front gate of Fort Garry This is erroneous as in later years a larger building in the rear of the Fort was erected to the governmental which was used by Governors Archibald and Alex Morris as their official residence and this time-honored gateway was their entrance

Just fifty years ago this June I entered the gates of Fort Garry as an apprentice clerk, and was in residence at the Fort from 1874 to 1882 when I was appointed to the responsible charge of Norway House District Fort Garry was

post like a little town within itself. The Company had their own blacksmith, tinsmith, carpenter etc. and everything was run just like a disciplined army. There was a mess for the clerks, and a mess house, mess for the men, and everything was in apple-pie order and everything went by bell from seven A.M. to six P.M. when all hands quit work. You might be elevated a trifle that when you were working in the office the fire alarm bell would ring and all hands would dash. Altogether three generations of the Christie family have given something like two hundred and fifty years of their lives to the interest of the shareholders. Upon the formation of the Northwest Council of Canada my father who was then inspecting chief factor was along with Donald A. Smith and other gentlemen of high standing in the country appointed a member and as such became entitled to the courtesy title of Honourable.

When my father retired from the service in 1874 he was selected by the Prime Minister of Canada, as one of the Commissioners to make the treaty with the Indians of Saskatchewan. The other members of the commission were the honorable Mr. David Laird, Minister of the Interior, Mr. Alex Morris, Lieut.-Governor of Manitoba, and the Hon. James Mackay.

NE-MAW-BO-SHO—MIGHTY MAN

BY IVAN SWIFT

(From the Dearborn Independent, through the courtesy of the Editor)

Our Gilbway neighbors have been imaginative children of nature weaving fabrics of pretty legend and ridiculous myth They too, have striven to answer the eternal question of who we are, whence we came and whither we are bound and who and where is God.

Not knowing even the little that science has taught, nor being read in oriental wisdom and prophecies, they have woven quaint fancies and consistent allegory. They have their maker and doer of all things good and bad, and of all things not otherwise explained The heart of their mythology, their mighty man on earth, about whom most of their legends gather, was Ne-maw-bo-shoo

The story as that the great and unwearable deity Gitche-Manitou, would have a son to rule the earth for his people A virgin lovely and faithful, the moaning and angel of the tribe abode with her grandmother To her the good spirit came, and she was delivered of two children, the first, Ne-maw-bo-shoo the wonder child, the wizard, the other his brother the stone boy, an inhuman monster whose birth cost the life of his mother Storing-Wind

The stone child fled to the woods and became a wanderer on the face of the earth. When Ne-maw-bo-shoo had grown to manhood and years he vowed to overcome and destroy the stone man and first avenge the death of his mother Through ages of hardship and perseverance Ne-maw-bo-shoo prosecuted his task, often approaching so near to his stone brother as to strike pieces of flint from the unnatural body then causing a flash of lightning and a roll of thunder In this way the first stone was scattered over the face of the earth and proved a blessing to the early arrow makers and fire burners

At last the stone man was overtaken and laid low on the lakeshore near Grand Traverse Bay and the body has stretched there a mass of flint known as Stony Point forever a monument to the valor of Ne-maw-bo-shoo

Wabanonna, son of the chief councillor of the Garden River reservation, and himself the greatest Pau pau kee-wun of the Hiawatha drama, thus tells the story

When I was a small boy I heard story from my grandfathers. He was old man the long time ago I wish I can remember all them story He tell me about Ne-maw bo-shoo

"Ne-naw-bo-shoo was great spirit very little, very big He do everything good, everything bad. He make the sun come up. He make the rain. He freeze over the river. He can change to beaver, or bear, or moose in a minute. He is everywhere all the time. He chase his brother all round the world. He make the willow rod for bskets and baskets. He make the wa-gusk to grow on the rock for food in the winter He whip the maple tree to turn syrup to water so his people have to work for it. He split the birch bark, and make the potash in the pine tree to use for canoe and water basket. He make the rabbit, wa-boose, to sleep with his eye open, and the blue jay to cry out some danger in the woods.

"He is always hungry One time he invite all the duck to dance in his lodge Then he tell them to shut their eye and dance hard to keep warm. After while they get dizzy, and Ne-naw-bo-shoo grab up and ring their necks. Bimeby one duck open his eye little bit and see that He scream. Ne-naw-bo-shoo is killing us. Everybody fly away! Ne-naw-bo-shoo look him and sneak his back down so he can dive but not fly. So he is great diver after that. His name is called Sing-ge-bak, bell diver.

"One day Ne-naw-bo-shoo say to his wife, We got no food. We go visit an Mr Woodpecker They go, Mrs. Woodpecker clean out big kettle Mr Woodpecker put two some in his nose and red feather on his head. Then he climb up tree and peck with them bone Bimeby nine fat coon fall out that tree. They have good dinner down away again. Ne-naw-bo-shoo say to forget his glove on purpose. He call back to send boy with his glove in-morrow

"To-morrow come. Mr. Woodpecker think there is some fresh sin in I his boy be careful. Don't go in Mr. Bear he gone to sleep. Boy will throw glove No, no! Ne-naw-bo-shoo say Don't throw glove Get wet in the snow Come here with glove Boy go near Ne-naw-bo-shoo say Your father good to give dinner. Tell your folks come to my tepee to dinner to-morrow We got lots to eat Boy go away Next day Woodpecker family come to Ne-naw-bo-shoo to dinner Mrs. Ne-naw-bo-shoo clean big kettle. Ne-naw-bo-shoo put red leaf in his hair and two deer bone in his nose Then he climb tree and peck hard in tree like Woodpecker Bones go through his head. Everybody laugh Woodpecker say What you do? Kill yourself? Let me show you how to do that Then Woodpecker take bones, climb up tree peck lot holes in tree. Make some music in woods Bimeby coon fall out like before. That's what Ne-naw-bo-shoo want Me gets good dinner again.

First place Ne-saw-ho-shoe and big black dog called Thunder. One time dog go down to lake to drink water. He didn't come back. See go look him in. I guess. Ne-saw-ho-shoe was pretty mad. He take sharp spear, get in boat, go out on lake. See cry out, 'See God I help you. I defy you. You steal my Thunder dog. I left you, Mishe-la-ne-gwe!'

After while big fish come up—snatch them boat all sides. He swallow Ne-saw-ho-shoe. Ne-saw-ho-shoe hang on to his spear. When he is inside he stick spear in whale's guts. Whale go away down round maker big waves (Near sh. lake make big waves Indian say. Mishe-la-ne-gwe—he's mad.) Homely big fish run up on shore—Ne-saw-ho-shoe come out—run away.

After while all are asleep. Mishe-la-ne-gwe he come up on land to get sun, but See God help afraid of Ne-saw-ho-shoe. He send out serpent out to look for Ne-saw-ho-shoe. Homely see serpent come back, and say 'I see only black stump on beach. I don't see Ne-saw-ho-shoe. See God say, 'You go round round the stump,—squeeze right. Way he Ne-saw-ho-shoe.' See serpent go out. Wind round stump—squeeze tight. Ne-saw-ho-shoe pretty near squeal but he don't squeal. See serpent go back and say 'He don't squeal. There See God send one tiger to stump. See tiger go, scratch head in stump. Ne-saw-ho-shoe pretty near cry this time, but he don't cry. Tiger go back, say 'I find only stump. I can't find Ne-saw-ho-shoe.' Then all the sea animals go out on beach to get sun. They have tree guards. Blinsby sharp, throw arms from stump. Kill big polar bear in side. Then they know that this is Ne-saw-ho-shoe turned into stump. He have to run away. Blinsby he want Mr Frog on spot—look like doctor eyeglass, medicine case Carmometer. I suppose Ne-saw-ho-shoe he say, 'Nice morning. Where you go to-day?' Dr Frog say 'Polar Bear got hurt I go doctor Polar Bear.' He saw-ho-shoe don't like that very much, so he kill Frog take off his skin, put on himself go doctor Polar Bear. I guess. Then he get there he say 'I have to pull out arrow little bit every day. That you have. But this mad one man, he push in arrow little bit every day Polar Bear die. Ne-saw-ho-shoe take bear skin and run away.

Then See God know that he got quack doctor. He's pretty mad. He makes big waves to eat all row the land to drown Ne-saw-ho-shoe so he don't make some more trouble. Blinsby Ne-saw-ho-shoe meet Mud Hen. He tell Mud Hen to drink up the waves so he can get away. Mud Hen try to drink up the waves. Blinsby, the t-ee full she bust. Then waves go on again. Ne-saw-ho-shoe he run fast. See pretty tired. He see Badger dig hole, fill up hole behind with dirt. Ne-saw-ho-shoe tell Badger take him in hole till wave go over

Badger take him in all right. When he come out, he is glad he don't drown. He threw Polar Bear skin to Mr Badger (After that Badger always have white strip all round)

Bimeby water all over the earth No saw no shoo he got no land to sit king. He build big boat take in all sorts, birds everything he get. Long time he float round on big water Bimeby he call Beaver He say You best I see in world. You go down get some dirt, I have to build another world. Beaver he take on that new world. He dive down Bimeby he come up all puff Him dead Few days more, No saw no shoo call Muskrat to go down get dirt. Muskrat go down long time. Bimeby he come up dead but No-saw no-shoo see she's got one little paw close tight. He open little paw,—he find some dirt hold tight a little part That is why he make another world. Land God, and Sea God, don't fight much now any more

THE MOUNTAIN CHAPEL

BY HUGHUES ROBIN

On the first of September, 1883, as shown by the Mission records, the Rev Father Joseph Hebert, of the Society of Jesus, then Superior of the Indian Mission across the River, at Fort William, chose the site on Mount Mackay, for the erection of a sanctuary, dedicated to the Sacred Heart, which was to serve as a place of annual pilgrimage. In the same records we also find that there were pilgrimages to that spot on the 8th of September 1885, the 2nd of July, 1886 and the 26th of July, 1888 it was not until the 16th of September 1888, however that the cornerstone of the chapel was consecrated. The chapel was built by the Indians of the Mission under the supervision of the Rev Father Robert. Mount Mackay stone being used in its construction.

The site selected on Mount Mackay by Father Hebert was a truly enchanting spot situated on a plateau, in the solitude of the mountain side, where a solemn stillness pervades. Here the people of the Mission and others made their annual pilgrimage and held services in the chapel. This pilgrimage was one of the most delightful imaginable. I have now in mind as which I was present one beautiful June day, in 1898, Friday the 17th being chosen.

Leaving the Mission at 6.30 a.m. accompanied by Messrs St Pailis, Marcelin, and Catherose of St. Stanislaus, Fort William and Messrs Ignace Ambroise Matthieu Theodore of the Mission Father La Marche, and Brothers Lemieu and Langevin also of the Mission and Pere her Roussenu of St. Patrick, some Indians and a few whites from this side of the River we began to march to the foot of the mountain, ascending by a winding path with shrubbery on either side through which shone the bright light of the morning sunshine and I we realized the pleasure where the chapel stood under the shadow of its solitude rock. There service was held by Father La Marche which lasted nearly an hour After mass came the hours of recreation with laughter and mutthful chat Lunches were spread and sitting in the sheltered spot on that beautiful mountain land overlooking the surrounding country lunch was enjoyed to be follow extent as only those who have taken this trip can suppose

After the luncheon hour a few of the party attempted to climb to the summit. The ascent was sharp and tedious, but once there a glorious view was obtained The lookout was grand Yonder in the sunlight repose Thunder Bay

along through the country into the Kaministiquia River in a serpentine course. A panorama of the town and surrounding district opened before us. The air was pure and clear. From the summit the splendid voices of the Brothers with a few of the Indians said hymns to which those from the chapel below responded. The sounds of them voices echoed through the silence of the woods. The reverend hymns seemed nearer than elsewhere in this quiet, peaceful solitude. Much as we admire scenery arranged by the hands of man, few beauty and soul inspiring scenery it seems naught to be compared to that wild rugged scenery where nature reigns supreme, where no puny hand of man has dared to evade its sacred precincts.

We descended again to the chapel to join our companions and there was commenced another long session which was strange to some of us who had not attended before and which I will try to describe.

The Indians had a peculiar way of their gatherings in the woods or mountains for the first time, and the few whites whom attendance was the first, were each to be given a name in company with another and an Indian woman stood up to by the hand marched around to the tune of an Indian war song while we were given our names in Indian. Father La Marche having a knowledge of the Indian tongue translated the meaning of the name into English. Next spring Lachine Day was the picturesque name given me. I cannot recall the other names but they were all equally interesting. The ceremony was amusing to the extreme. Nevertheless, amusing as it was, one of the Sisters, a gentle nun then at St. Stanislaus school could not be induced to go through this performance. Those peculiar Indian customs held no charm for her.

I must not dwell longer on the enjoyment of it in memory as must be taken to be appreciated and it was with reluctance that the word was passed down — all ready for home! Gazing on the landscape from the mountain brow we took a parting glance at the sylvan beauty of the ravine below and retraced our steps homeward, fatigued but having enjoyed the journey immensely with a longing desire to return again to the enchanting spot in nature's solitude.

Alas, many changes have taken place since the beginning of our story. The chapel is now only a memory for with the removal of the Mission to make way for the progress of our growing city the mountain chapel was abandoned and only the ruins now remain. Time one by one Fort William's historic landmarks are disappearing

REMINISCENCES OF A VAGABOND

BY PERCY M. DELA FOSSE

1882 and 1884

I am not really a vagabond, although for the space of a year and a half I deliberately cut loose from the hum-drum existence of a life in the backwoods in order to see something of the world outside. Perhaps it will amuse my readers to learn that fifty years ago the wilds of Canada were filled with newcomers from England who had arrived in Canada filled with the high purpose of carving out homes for themselves and who brought with them, not only considerable sums of money but an education and trained intelligence somewhat higher than is generally credited to the ordinary backwoodsmen. They were mostly men from the great English public schools (or near for getting in particular) but whose early hopes for the army or navy had been dashed to the ground by their inability to pass their examinations. Nine-tenths of them were remittance men and right well they lived up to the traditions in which they had been reared by spending all their money in relief to give themselves a rep in the new community. I am not ashamed to say that I was a remittance man and that I spent all my money because it was one of the best things that ever happened to me as I forced me to rely on my own resources at an age when I was forceful enough to strike out and do something. It would take too long and has nothing to do with the narrative phase of my travels and adventures which I am here recalling to give an extended account of the manner in which I reached Port Arthur. It will be sufficient to say that after spending four years and a half in the wilds of Parry Sound (among three of whom I had paid a pound-a-piece (in Englishmen) for my assent to instruct me in the mysteries of chopping, logging and a few other useful but unlucrative pastimes, I awakened of the monotony and monotony and determined to make a short time to travel up through the North-West Territories. I had spent nearly all my money so I determined to hire out with a surveying party to survey townships in the Province of Alberta. After a summer's work we found ourselves back in Winnipeg stranded for want of money owing to our surveyor having deserted for parts unknown and taken his money bags with him. It was then the month of November the weather was decidedly cold and as I had no such or long warmer garments as I was compelled to parade the streets of Winnipeg day after day seeking work, in clothing that was

decidedly the worse for wear and ill adapted to withstand the biting breezes of that region. I had a friend named Hall who hailed from Sutton, on the shores of Lake Simcoe and who was in the same predicament as I was, being out of work and penniless and I remember how we used to trudge the streets day after day and do all we can in order to get warm as the stove when we had the money was unobtainable too frigid for comfort. I like to recall those days because I have always treasured the memory of kindnesses I received from men whom I casually met in my wanderings through the city. One of these was a young fellow named Frank Lees on Bagshaw, like myself. We discovered a bond of unity in the fact that I had been at school with a connection of his, named Church in Sutton at Florence Murray at by her [illegible] marriage. She afterwards married Colonel Lees father of my friend. Many were the tales that Lees told me about the days at. Through all the intervening years I have treasured Lees in my memory as one of the truest friends and the best friends I have had. After I left Winnipeg I got right of him and have never heard of him since. But I met many others, some of them scions of the nobility others ordinary individuals like myself but all gripped by the same duress of unthrift, those who had money drank up themselves to death and those who had none preying on those who had. There were a choice few who held aloof but they were in the minority. I am thankful to say that I never had an overwhelming love for liquor so I survived the ordeal, not through excess of virtue but simply as Dr. Johnson would have said through stark insensibility. After a month of discomfort during which Hall had been lucky enough to land a job of carrying clothes round for a laundry and I had also had more strenuous employment by taking a job of brickmaking wood in the back yard of a German Jew named Sasata, from Berlin (Kitchener) we met together to discuss ways and means. Our conference led us to apply at the C.P.R. offices for work down the line on our way homewards. We were given employment with free passes to get to our destinations at the Flat, now Fort William. On counting up our worldly wealth we found it to consist of 15 cents, all of which belonged to Hall as I had been boarding scot-free for my board and lodging and had nothing. We agreed that we could make the 15 cents do till we got to Fort William and that by purchasing that worth of gingerbread and washing down our meal with water we would feel the equal of the wealthiest in the land. Gathering our worldly possessions together and bidding an affectionate adieu to my generous hearted employer who was kind enough to tell me that he was sorry to part with me and

would take me back at any time. I shook the dust of Wimi peg from my feet, determined that the next time I landed there it should be in very different circumstances. We managed to keep body and soul together with the gimmerbread and when we got to our destination at "The Pool," as Port William was then called, we were told off to shovel coal on the C.P.R. trucks and advised to board at the Nesbing House, a big white-painted wooden structure, standing close to the banks of the Kaministiquia River. That was really my first introduction to the truly seamy side of life. The beds were beyond measure filthy, and the company was worse. Amongst an agglomeration of Swedes, Russians, Negroes, Lapps and anti-at-all-costs Englishmen, Half and I soon found our lot was not a happy one. After two hours' heaving on the trucks my right hand developed a felon and I had to rely on Half to lend me money enough to keep going till I was well again. He obtained work for us two at the cookhouse, many run by Greeks and Slavs accumbent agents and wood merchants and after a few days helping in the kitchen I went into the woods and started chopping wood. I was an adept at chopping, as I had already had three years at more experience of it on Percy Farm — as it was it was hard for me to earn enough to pay Half back what I owed him and pay my board bill besides.

We had no clothes fit for the camp. He or rather were an uneasy outfit and would fight at the drop of the hat. I had an early experience of this when I got into trouble with a man who had stolen my socks. They were the only pair I possessed and I had darned them under the stove to dry while I came in from work at night. When I looked for them I found them covering the pedal extremities of a man named Jim McGrath. Not to enter too closely into details I got back my socks but only because Mr McGrath was so astonished at my hardihood in boarding him that after throwing me over his head on to the red hot stove (he was the champion wrestler of the neighborhood) he put me on my feet and handed me over the socks. "Young man, he remarked," You've took me when I'm feelin good-natured if you'd took me when I was feelin real ugly I'd have broked the daylights out of you.—Here's yer socks. As I was only anxious to regain my belongings I was quite pleased when he returned them. He always took my side afterwards and helped me out of many a fight place with the other ruffians in the camp.

We managed to put in the winter fairly comfortably and then, thinking we would better our condition hired further up the river to chop wood for Sheriff Carpenter. As my

memories of Sheriff Carpenter and of his son are not particularly pleasant ones I shall only say enough to remark that both Hall and I were very pleased when we bade that gentleman and his enterprising son farewell. We were both soon packed to carry our trunks down the line towards Port Arthur and seek another boarding house as the Sheriff genial genius must had told us that we needed a hope to pass the night in his establishment seeing that we had thought fit to give warning and we were therefore no longer in his employ

I can see ourselves now each carrying a trunk on his back, wending our way down the road to Port Arthur looking anxiously for any sign of a boarding house to rest our tired bones Ten o'clock at night is scarcely a propitious time for seeking an abode and we found ourselves completely at pass the night sitting on our trunks by the side of the road, sleeping as well as we could in that uncomfortable position Hall was getting pretty well fed up with the vagabond's and yearned for home and a bath We said to me, Look here DelaFosse aren't we two blooming idiots to be voluntarily cutting ourselves adrift from civilization in order to see how the other half lives? As soon as I get to Port Arthur I'm going by train for money to go home" I was more than half inclined to agree with him but the lust for adventure was strong within me and I told him that though I would be sorry to part company with him I intended to put in one year at any rate before I returned to the backwoods

We trudged into Port Arthur next morning and with what little money we possessed we purchased workmens and new boots and started selecting jobs in the back yards of the wealthier residents By night-fall we had managed to strike employment and also to gain an entrance into a passably clean boarding house, not free of the sort that charged ten dollars a week but clean and cheap nevertheless.

We used to sally out every morning with our saw horses on our shoulders and it the end of a few weeks we were fairly conversant with the bush proclivities of the houses of the Port Arthur gentry But then was Hall's expiring effort He wrote us he had threatened to do and on receiving money from home took the first steamer back to his people We parted from each other with regret He had been a good friend to me and possibly I had been a fairly good friend to him but it was hard work saying good bye to him Macefield I was thrown entirely on my own resources and in order to make assurance doubly sure that I should have to work in order to live I deliberately sent home a Letter of Credit for £25 which a compassionate uncle had remitted to me from England

I sometimes felt sorry that I had succumbed to such a fit of exuberant self-reliance. However as events turned out, such a token of independence did me good with the powers at home. My first act after landing good bye to Hall was to hunt around for something more elevating and remunerative than sawing wood. I had always had a penchant for writing and immediately on my arrival in Port Arthur got busy and imbibed one or two specis for the periodical of that day the Port Arthur Sentinel. They were accepted, with many thanks and no cash but through their agency I became acquainted with Mr Sidwell an Englishman who was then owner or editor of the paper. I shall never forget my first meeting with that gentleman. He had been pointed out to me as editor of the paper so I made bold enough when I had my sawhorse on my shoulder to accost him and ask him if he could oblige me with some literary work. After talking a few minutes he was kind enough to say, "I see that you are an Englishman like myself, and of course I am always anxious to help a fellow countryman, in this case more particularly so as I see that you are a man who has not been brought up to saw wood. Come round to my office at 5 p.m. and I shall have a literary job for you." I thanked him heartily and he said with a magnificent gesture, "Don't mention it, my dear fellow, your don't mention it—it will be one of the happiest days of my life if by any means in my power I have been able to help a man in distress."

I was in no distress but I did not think it necessary to enlarge on that point and hastened to bedeck myself as all the finery I possessed in order to present myself in a becoming manner at the office of the paper. Having nothing at hand beyond a cheap collar and a dirty shirt and trousers, I went the round of my friends and managed to dint of great effort to unload together a complete outfit from a sartorial standpoint. A pair of trousers from a man called Casey who was if feel I said rhetorically this is all right from a man who took a 16 collar and I took the friend from a freckle-faced youth lately arrived from Ireland. When I look back at that time I see elements of humour in it but I was in very serious mood and most strongly imbued with a sense of my importance when I arrived at the office arrayed in my borrowed plumage.

I waited patiently and after about fifteen minutes, Sid well came into the room and saw me sitting in his editorial chair. "What the!——" he exclaimed, but recognizing the occupant of his sanctum he added, "Oh yes Dale Evans, you've come for that job haven't you?" I parried in a pleased manner that I had. Well, he said I am afraid that you

wasn't food enough in it at first but you know, and has always to begin at the beginning and climb upwards by the stars. That's the way I had to do and look at me now" and he pulled his portly frame till it resembled a barrel "Now," he continued, "what I want you to do is to carry these papers round town. The pay won't be much as we are not able to pay as much as we would like but there is always a chance for a rake for a good man." I was aghast—all my dreams of blossoming out as an editor and influencing the world faded out into the twilight and it was with a very crestfallen look and humble voice that I asked him how much more was it. He job "Well," he remarked, seeing that you are not like some of the restless young devils I've had round me lately I'll make it worth your while and say £1 a month, without board." My first impulse was to tell Mr Stilwell that his overwhelming generosity was too much for me and that I could not possibly bring myself to accept such a munificent offer, but on second thought, seized with the spirit of adventure and seeing that I knew nobody I said: "Well, I'll try it for a week anyhow—give us the papers."

I only lasted one night. In the course of my round I had to enter a grocery store and had laid the paper on the counter and was just turning to go out when the clerk rushed in and called out. Say young fellow is that the Standard?" I blandly replied that it was. "I've a Mister good mind to lick you into the middle of next week" that paper hasn't been delivered for six weeks past. "It's lucky I replied they got it here" he replied and don't you mister me I'm not going to get out of here. I answered "until I have found out whether you can fork me out. There were no more papers delivered that night. It was four than I came to write an article having a rough and crumble light on the floor and the even ng edition was scattered about in every portion of the room when the other would be up for and we rolled about and mauled each other in the most approved style of ruffianism. Finally we rolled right out of the store and the street and fought in the gutter. In about five seconds a howling mob had collected and I was told afterwards that amongst them was the Chief of Police an Irishman of the name of Burke, who was enjoying the spectacle as much as anybody. It was only when an old lady came along and tapped him on the shoulder and told h m that he ought to be ashamed of h mself allowing such goings on that he took a hand in the game and with the aid of one or two bystanders dragged us apart. He was a fine sharp was Burke till he and when we were separated was. Get away as quick as you can." We took him at the word—The clerk vanished into the store and I cracked up a

bya street to my humble lodging. We were a terrible sight, both of us covered with mud and gore and our clothing ruined. I am happy to say that when brighter days dawned for me I was able to make the acquaintance of that clerk and found him not such a bad fellow after all. Next morning I went to Shirrell and told him that I resigned the job. I said that I was not yet fully qualified to fight in the prize ring and that when I did I would do it under different auspices. What he said was a John L. Sullivan on the stuff. I sent him a piece of verse afterwards which he did not publish, to emphasize my ideas on the subject.

I returned to my sawing finding it infinitely more lucrative and free from strife. I had an uneasy time of it with my friends when I left to perform feats of the sawing to their clothing. They were inclined to be nasty about it and said unkind things and wondered when I would be able to make good the agony I deserved. I was able to pay them back in a short time as another letter of credit happened along and I was able to indemnify them. After some months of hack sawing I had the good fortune to meet a Mr. Furlong, a Land Surveyor, who was interested in surveying mining locations and having made known to him my desire to obtain a change of employment he very kindly offered me a place with him on his surveying staff. This proved to be the end of my financial worries for in 1903 or 04 I can hardly remember than any of the rest were getting away to the fact that I was an expert chopper which was what he was in need of.

But my adventures in Port Arthur were not to cease over I had made friends with a Mr. Romanus Winans, a gentleman of strong proclivities with a wide knowledge of horses, who like myself was on his beam ends and taking whatever job came into view. We lived together in a little lodging house where we hired a bed room and took our meals wherever it pleased us. Winans sometimes came in with no short surveyor if he was fortunate enough to be in a healthy condition when we started out and take it as he or I often celebrated his good luck of landing a job by getting drunk the night before we often had to go off without him.

We often left town Winans at home. We were away about two weeks engaged on a survey in the vicinity of the Rebbi Mountain Silver Mine which was owned by a half breed of the name of Oliver Dumais, under whose auspices the party was engaged in cutting further lines on Dumais' was with me and so was his father in law an Indian wheel, a fine old man of the name of Chesakaw a Chippewa. We had a fairly strenuous time on that survey and I will never forget having to carry a mess on my back 7½ miles through the woods to

the nearest camp. He had severed an artery with an axe and if it had not been for my knowing enough to make a tourniquet by means of my handkerchief and a stick he would have bled to death in the woods. He weighed 180 pounds and as there was no road and I had to make my way over hill and dale through swamps and across rock-strewn rivulets, and sometimes even over gorges where a single tree felled across proved to be the only bridge of any description that I met, a real task. It took me all day but I accomplished it and had him landed safely in the Port Arthur hospital, which was situated at the foot of the Hedge and was under the care of the Roman Catholic Sisterhood.

My memories are very keen of that particular survey because on my return I took my washing to a Chinaman to get washed. He handed me a piece of paper with some hieroglyphics on it and I went home happy. At the end of the week I went for my clothes and was handed back a handkerchief and a collar which did not belong to me. As the Chinaman could not talk a word of English and I was equally ignorant of Chinese our palaver came to nothing and I invoked the aid of my friend the Chief of Police in the discussion. Nothing came of that either and the Chief told me that I had better be content and not sue how as nobody could understand the man anyway. On my remarking that I didn't see why a Chinaman should be allowed to go west free after virtually robbing a man he said pleasantly but the best thing I could do was to take it out of his hide and he guessed the magistrate would treat the thing leniently. Common assault was so common in those days, owing to the scrabbles amongst the navvies that a mere misunderstanding or wilful dislike man might get his head broken was looked upon as a joke a good thing for the Chinaman to show up him that he was in a free country. He could steal your clothes and get off with them and you could or the other hand, retaliate by breaking his head and get off with that I went home in a very dejected frame of mind and poured out my woes into Winnie's sympathetic ear. Leave it to me old man he observed. I'm not going to see you stiffed—your watch cost much. He went out and I settled down in a chair to cogitate over the matter. In about half an hour an emissary from the Police Court presented himself at the door and handed me a note. It proved to be from Winnie, telling me that he had been landed on just for burning the Chinaman's laundry up-side down and tore up the Chinaman himself into the road. He asked me to come and provide bail for him so that he might be able to get home and have his tea in peace. I went to the Police Court and didn't have much trouble in arrang-

ing with my friend the Chief to let Wilson out of the cells. He appeared next morning before the magistrate and was let off with a small fine. In speaking to me about his experience as the hangman, he said that he had got so tired of trying to make the Chinaman understand what he wanted that he simply took him by the scruff of the neck and threw him out of doors and then proceeded to gather up such articles of attire as he thought I might require in order to make good my loss. As Rose was to have been the property of various unknown individuals it seemed hardly the proper method of procedure. However, the matter blew over but I never got my clothes again.

A very interesting man whom I met on my various excursions into the wilds was a Captain Wellesley Roland, a retired English army officer. He was a friend of Fitzhugh's and used to be of some service to him in his engineering capacity. At that time Captain Roland was a man of about fifty-five years of age, slight and sinewy and with a decided taste for strong drink. He had had many hairbreadth escapes in the wilds, among others, he had been the sole survivor of a landslide in the vicinity of James Bay. He had also had a narrow escape from death in attempting to cross from Red Rock to the mainland a feat which he accomplished successfully. At the time of my visit, I think about the year interval I terms that Captain Roland in still alive and hale and hearty after passing his hundredth birthday.

Another good friend of mine was George McVicar whose death I noticed in the papers a few years ago. He was an old-timer at Port Arthur and I think was a near connection of the Mahony family of the McLellans. The others were Russell, the land surveyor, and Frank and Tom Keefer lawyers, and Wink also a lawyer. Munro, another lawyer and Neil McDougall a well known resident of the town. I remember being invited to a dance at his mother's house and being in a pair of trousers and a dress coat borrowed from my sax foot five friend, Harry. It was an awful ordeal as when I entered the room to make my bow to Mrs. M Dougall, the seam proved too much for my strength and I had to spend the rest of the evening with my back studiously kept to the wall for fear of exhibiting the damage done to my unmentionables. As a small flower I proved a success for I talked to two or three ladies who seemed astonishingly lacking in partners and apparently glad to have someone to talk to. It was a great night.

My memories of Neil McDougall and of Munro are most vividly connected with a certain First of July celebration when all sorts of sports were arranged for the proper

observance of the day. It was to be remembered that at that time Fort Arthur was a very differently constituted place from what it is to-day. The town was amply over-run with natives as the C.P.R. was a course of construction. The bars were wide open and there was a very considerable sprinkling of desperate characters. It was easily imagined, therefore that a First of July celebration was altogether likely to be a very lively observance. Amongst the sports on the programme was a swimming race from dock to dock and back again and there were also rowing and canoe races. The docks were amply manned with navvies and other onlookers. In those days I was somewhat of a swimmer and the navvies also boasted a man whom they looked upon as a champion. Excitement ran high. Only my own immediate friends knew my capabilities and they bet generously on the result of the contest. About twenty of us started in the race and only three of us kept at it as long as the swimmers struck the water. For short course contests me in Lake Superior water I never felt any thing like it in my life except when I broke through the ice once and was immersed up to the neck. The race then lay between a man named Paul Grenier, an athletic millyman who had once invited Hanley and myself. The third man was a negro girl's name I whose name and personality have escaped my memory. It was a fast race. We had to go fast in order to keep the circulation going. To make a long story short, I won by a lusty arm's length, but for the winner of the day I was kept well in the background. We were informed that a bunch of roughnecks who had bet on the wrong man were determined to get hold of me so my friends in the away till the excitement had died down. I was pitted against Neil McDougall and Monro with Paul Grenier, I think for my partner. In a canoe race both these were too good for me and beat me handily. Perhaps, if either of the gentlemen named sees this item the event in question will be brought up for to their memory.

Amongst my other recollections of Fort Arthur is a very vivid one of a man called Barrett with whom I used to room in a little dwelling on Water Street. He was a terrible drinker and there were all sorts of pledges pinned up on the wall in our room, which poor Barrett had taken at various times and had systematically broken. He was in the throes of another effort to ben drunk when I met him and I can remember so well when I first entered his room being struck with the appearance I remember well he calmed in regard to topping. I asked him to have a drink from a bottle of my possession but he urged in a chastened manner Avaunt, I never take the cursed stuff. Then he pointed to the pledges on the wall

"But I tempt me my dear friend," he said, "don't tempt me." I put the bottle away and after a few minutes Barrett called to me. "I'm feeling very weak and tired, to-day. Do you know a little drop of that cordial of yours would do me no harm." "Remember your pledge" I said, and Barrett mumbled. We went to bed and in the middle of the night I was awakened by the sound of something gurgling from a bottle. I sat up, lit the lamp, and discovered Barrett gulping down a generous draught of whiskey from a bottle he had secreted under his pillow. Of course, the end of that story was disastrous. I think I am right in saying that he came to his end by jumping off the tailtail of the Butcher's Maid a vessel owned by a man named Shields. She was engaged on provincial meat supplies for the navvies on the different contracts down the line.

A man named Mealey used to keep the Shamiah House, a hotel situated a short distance above Water Street, on a street leading to the Ridge, where a number of us young English good-for-nothings used to assemble at night to sing songs and engage in other festive doings. Mealey died and his widow started a boarding house. A friend of mine, named Massey, and myself, took rooms there and stayed for a considerable time. One of the most embarrassing experiences I ever had occurred in that boarding house. Surveys of mining locations used to take me away from Port Arthur for two or three weeks at a time and I was in the habit of coming back to the boarding house at all hours of the day or night. Massey had occupied his room for months and as we were very close friends we used to make free of each other's belongings and walk in to greet each other in a thoroughly unceremonious manner. On one occasion, when I had been absent about three weeks I reached Port Arthur about three o'clock in the morning and, as was my custom went straight to Massey's room. I tiptoed in and wishing to give him a good scare, I reached out and caught what I thought was Massey's hair and gave it a hearty pull. Wake up, I said. But to my horror as ear-piercing yell from a woman rang out on the night air. They had attached Massey's sleeping apartment during my absence and on this particular night a married couple was in possession of it. The whole house was roused and I had an awkward time explaining my mistake. Luckily the aggrieved couple were also friends of mine and everything was forgiven. But I very much doubt if the lady in question will ever forget the fright she received on that night.

I could ramble on at pretty considerable length and tell a number of exciting experiences humorous and otherwise,

but it is almost with a feeling of sadness that the mind reverts to these days. One of the saddest of all appearances was when the Northern Hotel was burnt to the ground. I shall always remember that. One poor fellow whom I had known (I forget his name) a traveller for the firm of Carscadden and Peck at Winnipeg had escaped and was out in the street watching the progress of the fire, when he remembered that he had left some money belonging to his employers in his room. He rushed back but was caught by the falling in of the roof and burnt to death. It was a terrible ending.

Another memory that looms up is of an attempt made one night by a half-starved young man to murder me. If he had been successful he would have been able to secure the princely sum of one dollar which I had earned that day by hauling wood, but he was unsuccessful and I managed to keep my dollar. He told me when I let him go that he had been without food for four days and was driven to desperation. I met him next morning at the corner of the street by Tom Monks store and he was so ashamed-faced that he couldn't look me in the face. When one comes to think of it he had done nothing to be particularly proud of.

One funny thing that happened was when one fine day in summer a large party of young men and women started out for the Welcome Islands on a picnic. While they were enjoying themselves a steam tug up and the whole party were marooned for the night on one of the islands, and had to shelter themselves as best they could. Possibly some of the older residents may remember that episode. There were many nervous parents in Fort Arthur that night, anxious for the safety of their sons and daughters.

Our surveying trips took us into strange places. One of our assignments was to survey the shore at Thunder Cape as a gentleman from London owned an area of the papers there had come to the conclusion that it was good for paving stones. The Bay was covered with ice and the party started off to trek across to the Cape. I forget exactly how many miles it is distant from Fort Arthur, but I know that it took us the best part of the day getting across as we had to make wide detours owing to large cracks in the ice. It was glare ice at that and mighty hard to keep one's feet on. It was very cold weather and as we had no fire at the entire party made the best of things and built a roaring fire started up in their Hudson Bay blankets and went to sleep under the starry sky. During the night a red-hot cinder landed on my blanket and burnt a hole as big as a watermelon in it

Our prospectinations sometimes took us far afield. In one of our trips we paddled and portaged for miles up the Nipigon River—a wonderful river filled with speckled trout. We were within ten or twelve miles of Niagara Falls. I am well remember that our party was caught by Mr. Reuben the resident Church of England clergyman at the mission of Nipigon near Red Rock, and treated to a version of more than an hour's duration. It was nothing but that mastered nothing to the sexless clergyman. We stood it and made us all stand it too. It was on that trip that I cut my knee and I...' to be saddled and helped over the portages home. I was in the Port Arthur Hospital for five weeks, recovering from the wound.

A very interesting character whom I met at Port Arthur was an Englishman who went by the name of Dynamite Burton. He was a gentleman, working for his living, like ourselves, and his specialty was one that few of us would have cared to engage in. He was engaged to cart dynamite to the various contracts along the line. It didn't matter to Burton how near the cars was to the place on which he could jog up and down the activities was a constant. I never heard of his being blown up in an explosion. Perhaps in this case certainly favoured the brave Another friend of mine was not so fortunate. He assisted me to spend the evening with him in his shack in the Little Boston Hill. [illegible] got and it was just as well. Some more glycerine which he was thawing out at the stove exploded and sent him and his shack part widely scattered part ass of the adjoining forest and [illegible]

The last survey in which I was engaged was in the vicinity of Jackfish Bay. We were to survey some copper and nine locations there and part of our work consisted in having to carry out 100 pounds of quartz apiece on our backs to the lake shore for transhipment to Port Arthur for the purpose of having it assayed. I have carried rough weights in my time but that particular load was the worst I ever carried. Three miles through the Lake Superior woods, over boulders, down precipices and across deep gorges, at times once being down the hurdas taxed one's strength to the utmost. At the end of it we were so exhausted that to a man each bought a bottle of Northrup and Lyman's Vegetable Dyspeptic Cure at the local railway store and I'm glad it is the last drop. Perhaps I am needless to add that it was finished on. But the hooked it was what we needed and what we simply had to have.

I would like to add something about the sons of Port Arthur and Fort William at that time, but they were neither of them of great consequence, other in size or importance. We shopped in the woods where some of the present large elevators in Fort William are situated and the biggest building

in the place was the old Neebing Hotel, a white, wooden structure, I suppose long since pulled down. There were very few houses in the place and what there were were unimposing. Graham & Horne were the chief magnates of the place and Fiscal Corporier, I suppose, cut a figure of some sort on the social scale. I was not in the fashionable set at that time.

Fort Arthur was far larger than Fort William.

There are many names that occur to me as those of people whom I met during my short and hectic sojourn on the north shore of Lake Superior. Amongst others that of Major Walsh, at one time a noted member of the Northwest Mounted Police. Rankin, a brother of Malloy Rankin at the time a somewhat famous actor; Oliver Dunnan, a Welsh half-breed, who discovered the Rabbit Mountain Silver Mine; Krolmanna, a splendid peasant; Colonel Ray, a banker; Chisholm, a hotel-keeper; Edwards and Webster, accountants. I remember Webster well, a fine good hearted chap, with a strong propensity for borrowing and a weak proclivity for paying. Now and again others crop up, but as the years go by the memory becomes defective and it is only those of whom for some special reason the remembrance still lingers, that spring out into the limelight.

The day came when I found I had my bit of experience and hardship. It had proved a very useful experience. I had gone out to see the world in the rough and found it rougher even than I had expected but I had cured me of one accursed vice of the Englishman. I had started in with an overweening pride of my nationality and in the belief that an Englishman was the superior of any other creature on earth. I had discovered that within decent bounds such a pride was right and fitting but that it didn't make the Englishman per se, any better than anyone else and that even on the outer ranges of civilisation, there was being reared a race of men who could hold their own in the company of Englishmen or any one else.

I returned home a chastened individual.

JOHN McINTYRE

BY MISS ANNIE E. McINTYRE

John McIntyre was born August 5th 1817 at Glenarchy Scotland He came to Canada in 1841 and joined Sir George Simpson and party at Montreal They travelled from Lachine to Fort Garry in bark canoes, manned by French Canadians and Iroquois voyageurs Thence across the plains and over the Rocky to Fort Vancouver on the Columbia River. From there they went north call ing at different places and reached Sitka, Alaska, on the steamer Beaver the first steam-boat to sail the Pacific Ocean Crossing Behring Straits into Behring Sea, they journeyed on horse-back across Siberia to Moscow where they remained some time, returning after twenty months of travel. Many were the interesting stories told of this trip I remember his de scription of Lake Baikal, where he went on for a swim, as being "round ice" Returning with Sir George Simpson to Canada, he visited many of the Hudson Bay Company's posts with him.

Fifty years later he crossed the continent again, this time in a luxurious Canadian Pacific Railway Pullman. On this trip he saw the wreck of the Hudson Bay Company's S.S. Beaver at Prospect Point Vancouver and was able through the kindness of the C.P.R. officials to secure some teak timbers from which he had a table made, which he valued very highly

In 1847 he married Miss Jane Sloan and after some time spent at a Gold Rush, was in 1849 sent to take charge of Rainy River House a post near James Bay where he remained for six years.

Leaving Rainy River House with their family of four little girls, three of them being born at this post, they travelled by canoe to Michipicoten and thence up Lake Superior, camping every night, as of course they had to keep near shore in their frail craft. The Rev. Mathew Kohler S.J., hogged passage with them from Michipicoten.

Arriving at Fort William August, 1855 Mr McIntyre remained in charge of the post, and later the District, until he left the service in 1876, when the post was practically closed

In the early days the event of the year was the arrival of the Packet, a wooden box with sliding cover which was sent from Montreal with mail for the different posts. It was opened by the officer in charge, mail for his post removed,

packed up again, and sent on by the couriers to the next post. When the box was empty, the out-going mail was forwarded in the same way to Montreal.

For some years the only white people were the Hudson Bay Company's little colony at the Fort, and the Reverend Fathers Chaut and Le Rocquet, at the Mission. The latter was a missionary priest, and spent much of his time travelling. These were Robert McVicar and his family, and in 1843 Captain Duncan McKellar and his family.

Friendships formed in those early days between these three families lasted through life.

At the Fort an event of great importance was the arrival of the suspecting Chief Factor or Local Governor of the Company, as for instance, Edward Hopkins, Rupert Hamilton Dowell ... Smith (Lord Strathcona). Mr W. J. Christie also.

In 1870, during the Red rebellion, when the troops were being taken over the Dawson route to Fort Garry Mr McIntyre was of great assistance to Colonel Wolseley, who was having great trouble and delay in getting boats over the rough Dawson road. He recommended these being taken up the Kaministiquia River and over the H. B. Co's canoe route. Colonel Wolseley did not think that this could be done and after some discussion agreed. The boats ten at a time, with their supplies were towed by a small steam tug to Kaministiquia, now Port Arthur to Point de Meuron Here they were hurried over on the Indian grades and thence by portages and the water route to the head of the Lake of the Woods with not loss or damage. Colonel Wolseley and his staff among whom were some men who later became famous, as Sir Redvers Buller General Sir William Butler Major Bolton and others, made many visits to the Fort and were entertained by Mr McIntyre and his family.

In 1873 the S.S. Chicora of Collingwood arrived with a large party of members of parliament and press representatives. General Sir Charles Wyndham a visitor to Canada at the time, was with them. The party it is said left at the mouth of the River the party were conveyed in small boats to the Fort.

In 1872 Viscount and Lady Milton with their family physician arrived. They wanted a quiet place for the summer. The only available house was on Mr McIntyre's farm at Point de Meuron where they remained for some months and where their son and heir was born. Another distinguished visitor in this year was the Earl of Dunraven. This was a huge summer. In September one of Mr McIntyre's daughters were married to Captain John W Plummer who being the first white girl to be married in the district. The top floor of our

of the store houses had been fitted up as a church, and here the ceremony was performed by the late Archbishop Machray of Rupert's Land assisted by Rev Wilmer Ralph Archdeacon Vincent, and Rev. Jr. Boyce, also being present. On the last day of December, 1882, the vanguard of the Canadian Pacific Railroad engineers arrived to run the line westward from Fort William. These were Frank McLeary, C.E. and E. F. Gordon, C.E.

In 1874, the Governor General, Lord Dufferin, with Lady Dufferin and their young son, Lord Clandeboye, and staff paid a visit to Fort William, after sailing down from Fort McMurray and his family, they were driven over the Fort, the old stone store, built by the North West Company being of most interest. This building was two stories feet thick, port shutters and roof covered with bright tin. On these shingles many visitors names were scratched, a few nails being kept handy for this purpose. The lower, for which the Hudson Bay Company were famous, were h ; on the first floor, the furs on the second until packed for England, and power on the top floor In some of the buildings were many relics of the old North West Company. Bird-lock grass, castanese, a barrel of gun , bullets, and many other things of interest to visitors.

From time to time boats arrived from United States ports carrying many excursionists, whose great desire was to see an Indian War Dance With a few gifts, a supply of food, and the necessary paint, this was soon arranged much to their delight.

When the Indians brought in their winter catch of furs they camped on the Island (No. 1) across from the Fort, where with their innumerable yelping dogs and herding of non tame, there was little rest for the light sleepers at the Fort

Many del ghtful and interesting people visited the Fort, among them a number of Americans Some of those returned year after year to spend the summer camping the wonderful fishing being a great attraction

When Mr Mainzyre retired from the Hudson Bay Company he built a home on the bank of the Kaministiquia River where the C.P.R. Freight Office now stands, near the Depot. In 1890 he was appointed Indian Agent for Treaty Number 3 Indians, travelling as far west as Rat Portage when distributing treaty money. Later the district was divided differently

He had unbounded faith in the future of Fort William, and always declared that the Kam River would be a second Clyde. He was instrumental in having the post office returned

to Fort William. It had been removed to West Fort William to accommodate the village which had sprung up when the C.P.R. made the place the terminus of the railway. The Postmaster-General at that time fortunately was a personal friend.

On August 4th 1887 he was appointed Preventive Officer of H. M. Customs, this commission being signed by Sir William Kyte, K.C.B., Administrator of the Government of the Province of Canada. In 1896 he was appointed Justice of the Peace. This commission includes Prince Warren Bell of Minkuriden as this Judicial District was the whole of Lake Superior.

He spoke English French and Gaelic and so was able to make himself understood wherever he happened to be. He was much interested in the mineral wealth of the district, and made a fine collection of samples which were given by his daughter to the City a few years ago, as were also the cannon which adorn the steps of the city hall.

While at Fort William three sons and one daughter were born to Mr and Mrs McIntyre.

Mr McIntyre spent his declining years quietly at his home, where he was always glad to see his many friends. He died July 9th, 1898, at the age of 68 years and two months.

PLACE NAMES

From the Toronto Globe, by A Bystander
(at the Office Window)

Some one with the time at his disposal and the ability to take infinite pains might do a great work for Canadian posterity by searching out and compiling the old Indian names by which different sections of Canada were known when the white man first came. We are not only in danger of never being able to discover the literary meaning of many Indian place-names but in some sections self-conscious inhabitants have actually succeeded in having substituted for the Indian names some quite weird or wonderfully rather colorful.

Toronto is an exception having changed from York to the Indian word meaning the Great Meeting Place. Fort William, on the other hand was known in the beginnings of its history when it was headquarters for independent fur traders, as Wau-au-eek-ing. The spelling in our own and was formulated from the pronunciation given by an old Indian Chief now dead. He told us that Indians knew the original site at Fort William as Wau-au-eek-ing meaning the Big Home the E g Home being the headquarters of the fur company.

In like manner the Indian name for the town with the three months that empties into Lake Superior at Fort William has had its original Indian name Kaw-naw-naw-tay-quaw changed to Kaministiquia which some writers will have it was a corruption of French as I believe languages, and wrong.

The river of many mouths Old Chief Pamaude, of the Manitou Rapids tribe brought another example Indian headman to prove to us that Kaministiquia was really a corruption of the Indian name. Kaw naw naw tay quaw which word did not apply to the river alone, but to the whole valley of Fort William through which the river flows. Its literal meaning in Indian was The place where there is always plenty of game."

These are but a few isolated instances of the danger of losing the real Indian place names as time goes on.

NAME OF DOG PORTAGE

One expects to find throughout Canada lakes and rivers with such names as Whitefish Sturgeon, Trout, Otter and Beaver implying that the waters in question are the habitat of these animals. Almost as numerous as these are the lakes and rivers bearing the name Dog but why they should be so called is not apparent. One outstanding example is one of

the fur traders routes to the West from Lake Superior which ascended the Kaministiquia river from Fort William, Ontario, crossed Dog Portage to Dog Lake and continued up Dog river. Several explanations have been given for this application of the name according to a report of the Geographic Board of Canada

The first known reference to Dog portage as an "portage du chien" is an account by the Interdant Hogon dated 1717 of a journey up the Kaministiquia river to the Lake of the Woods made in 1688 by Jacques de Noyon. The earliest authoritative record of the Geographic Board was published in the diary of a fur trader who, under date of June 16, 1826, states that the same commemoration a tribe of Sioux who came to the region on a war expedition. He adds that the image of a dog is cut in the ground on one side of the portage and at that time was still perfectly visible

Keating, the United States traveller who crossed the portage in 1823 explains the name as due to the figure of a dog carved upon the hill over which the trail passes, and adds that this figure is nearly obliterated. Keating notes that "it is supposed to have been executed by a party of Sioux who had advanced thus far on a war-like excursion."

Sir George Simpson, Governor of the Hudson's Bay Company who travelled west by this route in 1841 agrees that the name was first applied to the portage He states that accord up to the traditions of the natives, two champions dogs having taken a nap at the top of the hill on the portage left the impress of their bodies behind them, and certain stones he concludes, that such figures have been marked on the turf

SIOUX LOOKOUT

The name Sioux Lookout was given the village just across the bay from the high rock Hill as Pelican Lake south of the Canadian National Railway

At the time of building the railway many Indians had come to view the vast changes taking place The eldest of the tribe Chief Kenneth (Bayaky) now 108 years old, was asked by an official of the railway the name that he thought should be applied to the new station There was no village there yet and the old chief said Sioux Lookout. In his Ojibway This was interpreted to the official and the name was accepted Later on the railway officials thought it best to change the name to a shorter one and the name Graham was chosen. The village then growing up held to the original and historic name.

Chief Keesick when requested to explain how the name Sioux Lookout originated, took his listeners over the old and interesting story of how the Sioux chief of the northwest territories had sent some of his young warriors east to meet the Ojibways who were coming up the prairies looking for the handsome Sioux women to make them merry wives. The Sioux fleetfoot of bark canoes arrived at this very suitable looking camping ground below the High Rock Hill and it was here that while the Ojibways were coming down the lake, now called Pelican Lake, the coming Sioux spied them from the top of the High Rock Hill, where "young lochinvar" well armed with bow and arrow had been stood and invited the Ojibways to battle for supremacy and which of the two tribes should have the women. It is said that the battle was fought behind the steep and high Rock Hill which yet can be seen, and where some of the bones of the killed were found many years after The remaining few warriors eat lilled narrated the story of the battle to their sons, and Chief Keesick is one of them Therefore the spot was called Sioux Lookout, or in the Ojibway "Tcham-otah-ha-wash-kah-mun".

(Told by J D Mackenzie District Manager of the Hudson Bay Company)

REASON OF THE NAME SIOUX LOOKOUT

Many years ago the United States Government undertook to make a treaty with the Indians who were to give up their land and go onto reservations The Sioux of Dakota and Minnesota refused to do this and General Custer with a regiment of soldiers searched out them and massacred many of their warriors and their great chiefs. The balance of the tribe had to leave the country They were mostly Indians, but they crossed hundreds of miles through hilly country and dense forests fighting and taking the scalps of any tribe with which they came in contact.

The local Indians at that time were a mixture of Ojibway and Cree, but the majority were Ojibway and they were warned of this tribe of marauders who were on their way to attack them so they gathered in the deep ravine at the north side of the mountain fully prepared for battle The enemy vastly outnumbered from the south both by land and water On rising they were redoubtable Stealth by they climbed the mountains to survey the country for signs of the Ojibway Suddenly a flight of arrows from the ravine smashed them and many were slaughtered The Ojibways entering their terrible war cries were upon them. Some were hurled down the precipitous side of the mountain, others were thrown in

the lake to drown, and the remainder were taken prisoners. The captives were taken into the tribe and eventually intermarried with them.

The Chief of the tribe of the Lac Seul Reservation is the great grandson of one of these Sioux Indians. The Sioux are a much darker race than the Cree and the Ojibway. The Indians ever since have called the mountain Pokaw Chanpleain or in our language "Sioux Lookout" for the unsuspecting Sioux had climbed the mountain to look across the valley for the Ojibway.

(Told by Zella Wright Sioux Lookout)

INDIAN LEGEND OF LOCH LOMOND

(A tale of the early '70s told by one who heard it from the lips of the participants. From the Times-Journal of 1906, by E. Rebus.)

One night, when camping at Loch Lomond, away back in the seventies, I met an Indian who had travelled from Grand Marais on a hunting trip. He was short of food, and we gave him a liberal supply also a little rye water which had the effect of loosening his tongue, and he told me the following story. This story was told him by his grandfather and must have happened at least two hundred years ago.

One day a party of two Indians and three squaws arrived at what is now known as Duncansby, situated at the end of Loch Lomond. There they built their camp which consisted of two wigwams and a storage tent made of birch bark. One of the squaws a young and beautiful girl had come with the party a guards of an Indian brave named Big Wolf who had told her that he would come back some day and marry her. At that time very few people visited Loch Lomond. The only ones outside of the Indians were a few white men belonging to the Hudson Bay Company who had occasionally gone hunting or fishing in these inland waters. Just at the particular time two white men were camping there. These names were Fraser and Mackay They had the Hudson Bay flag flying from their tent pole and be Indians at once made up to them well knowing that wherever that flag flew they would find friends Nor were they mistaken as the Hudson Bay people and the Indians always worked amicably together Well when the Indians had made themselves known and told their story Fraser and Mackay at once told them they would help them. It appears that the young squaw already mentioned had gone a long way and was anxious to meet her lover She had found out that he was in the vicinity some where and raised the white flag if they had seen him. Fraser said that he thought he had seen him some days before at the other end of the Loch, where there was then a large Indian encampment Next morning they all embarked in canoes and two hours afterwards were at the place designated Or nearer far Big Wolf they found that he was out hunting and were asked to see his squaw Son Kissed the Dawn" which was the young maiden s name grew very pale on hearing that but concluded to see it through, and sent it on to where Big Wolf's tent was located. At the tent she met a woman and one little child Mackay who was with

boy asked if Big Wolf was around, and the squaw replied no and that he went out on hunting and would not be back till dark Mackay then asked if she was Big Wolf's squaw, and she replied that she was. "Sun Kissed the Dawn," as hearing this, turned round and went back to the canoe where her friends were she told them that as she was telling her friends, Big Wolf came along and wanted her to come up to his wigwam, but the girl could not as it that way and entreated her friends to move away, but they would not go like them applied to the white men, who immediately put their canoe into the water with the intention of taking the girl back to Fort William. Big Wolf, seeing this, got two other Indians and followed the white men, keeping out of sight all the while. The Lake happened to be very rough and Fraser and Mackay concluded to stay at what is now known as the Flett Rocks near Carp River, through which streams they went in search of fish for supper. While they were gone the Indians came up. They had landed in a bay near by and found out the white men had left the girl alone besides the canoe. Big Wolf caught the girl by the waist and flung her into the canoe, jumping in himself and bidding the others to follow. Just as they pushed the canoe away from the rock, Mackay and Fraser sprang out from the tavern on to the rock and Mackay unslung his gun, brought it to his shoulder and put the sentence through the canoe striking it to let up leaving the Indians in the water As they all would be in and the shore was only a few yards distant, they soon got back to the rocks Fraser jumped up and caught Big Wolf as he emerged from the lake The two men struggled together but the Scotsman got the upper hand and throwing the Indian on the ground drew his knife Meanwhile Mackay held the others up with his gun They did not seem to want to make any trouble and told the white men that if they were allowed to go they would go back to their encampment Upon hearing this Big Wolf got for out, and Fraser releasing his grip went to the other Indians Big Wolf sprang to his feet and grasping his tomahawk made for Fraser and would have killed him if Mackay had not promptly shot him down During the fight Sun Kissed the Dawn was mostly unconscious but on hearing the shot she got up to her feet, and falling down in front of Mackay, said some words in the Indian language which Mackay could not understand but he raised the girl to her feet and told her not to fear as Big Wolf was dead and they were go ng away at once. Fraser and Mackay proceeded to draw the new killed scalps from the lake and fix it so that they would not some goes takes from the gun room and part of the dead Indian's clothing. On reaching the

other end of the Lake they camped for the night. Very early next morning Sim Kinnel the Dawn's friends came along and the whole party took the trail back to Fort William where they had to stay all winter

Mackay during the winter made the Indian girl his bride, and next spring when stores were getting low he used to take a trip up what is now known as Mackay's Mountain every morning looking for the supplies promised them from the east That is how Mount Mackay came to be known under its present name Mackay soon after his marriage moved with his wife to Sault Ste. Marie where many of their descendants now reside.

(Note—Mackay was a free trader living in Fort William sometime between 1821 and 1857 so the suggestion that this incident happened "two hundred years ago" is, of course wrong M.J.L.B.)

NORTH AMERICAN INDIANS

BY N. M. W. J. MCKENZIE

Dear Madam and fellow members of the Thunder Bay Historical Society at their annual meeting in Fort William Ont.:

Having in past years read several papers before your society, I have much pleasure at the request of the President to try and make one more contribution, this time on Indians of North America—On origin and characteristics of some of the tribes.

Having lived and traded with Indians for the greater part of my life in the service of the Hudson Bay Company, I have had exceptional chances for observation and research on this subject throughout the length and breadth of Canada. Any Indians that I have ever met have only traditions to support their many claims of origin and country. Their only real knowledge of their origin is that they are here because they are here, they know not whence they came nor whither they go. As from research into pre-historic records in the mounds and rocks, it has been fairly well established that the Indians of North America are the lineal descendants of the mound-builders who lived on this continent long before it was discovered.

Christopher Columbus gave the name Indians to the natives of America because he thought he had reached India from Europe by the Western route. The opinion is now very widely held that the Indians are the descendants of people who migrated from Asia at a very early period.

In the course of many centuries they spread over the American continents and under widely differing conditions developed a great variety of manners and customs, and at the time of the discovery of America by Columbus, were still in the Stone Age I used to bows and log huts and subsisted mostly by hunting and the chase. In the State of Wisconsin are found the most extensive remains of mounds. These are constructed in the forms of eagles bears, serpents and other animals, which probably represent various tribal totems. It seem to be thought that the mound builders were an earlier agricultural and highly civilized race which the nomadic Indians exterminated but it is generally held now that they were not exterminated but were the ancestors of the historic Indian tribes Some Indian tribes were found occupying the sites of mounds as late as a century after the discovery of America by Europeans They had no domesticated animals except the dog

The land lying both north and south of the Great Lakes and extending to the Atlantic coast was formerly inhabited by numerous tribes descended by the general name of Algonquin and lived by hunting and fishing. The Indians of the Mississippi plain were hunters, living principally on buffalo meat. They housed themselves in skin tents and did not cultivate the soil.

In the Arctic region the Eskimos maintain a precarious existence, depending for food mainly on the seal which they kill from skin boats when the water is open and at other times from sleds drawn by dogs. Their numbers are small in relation to the immense stretch of land over which they range. They are thought to be numbered recently with the Algonquins.

The United States Government dealt with the Indians by treaties up to 1870 and after that by Congressional enactments. In Canada the Government each year pays a certain amount of money known as "treaty money" and distributes a certain amount of provisions to every Indian on a reservation, in accordance with treaties made originally with the various tribes. Industrial schools also are provided by the Government and are maintained by religious organizations. These schools may be attended without charge by Indian children in order that they may receive a training which will enable them to earn a living outside the reservation and so attain to privileges of citizenship.

The number of Indians in North America, about the year 1492, was estimated at 1,110,000. This number steadily increased until about 1900, but since that date an increase in the Indian population has been recorded so that in 1921 it stood at about 480,000 for all the whole continent. The Indians in Canada number about 106,000 and their annual income from all sources amounts to about $12,000,000.

There are many other interesting things about the various tribes of Indians in Canada. There are still a few living on the Muncel Reservation at Fort William who can claim to be the lineal descendants of the great stone Mound builders, and the original owners of the soil. But who were the pre-historic Mound-builders? No one knows and no one will know until the Sleeping Giant awakes from his stands on the top of Mount Mackay and there, with outstretched arms, proclaims in Thunder tones who his aboriginal and pre historic ancestors were

THE LEGEND OF THUNDER BAY

BY THE LATE W. W. WICKES

Nanna Bijou, in the Indian language of the Ojibways, indicates Thunder Cape, the sacred abode of the Great Manitou. The generation of the great Fresh water lake finds expression in the melodious words, "Nanna Bijou."

Nanna Bijou greeted Medard Chesart, afterwards known in history as Des Groseilliers, Pierre Esprit Radisson and their fellow adventurers and fur buyers in the summer of 1658, and if the weary voyageurs ventured to paddle their canoes past the portal at eventide the guardian of the forest, cavern, and waters saluted them with vivid flashes of forked lightning and awesome reverberating thunder. In days of old, before Mount Mackay and Thunder Bay were separated by nature's convulsions, Thunder Bay was landlocked. Now Nanna Bijou smarling at the entrance welcomes with stern anger the vessels who approach from the far flung waters of Lake Superior.

Nanna Bijou saw the rocks and cliffs on the north shore of the Great Lake riven by the hand of man to enable the first Transcontinental Railway to forge the connecting link between the Atlantic and the Pacific Ocean. The spirit of progress was mightier than the god of nature. Nanna Bijou smiles on the great ships which plough the waters of the Lake. He regards still in the great white lifted cupolas elevators which store the grain from the western prairies until it is transhipped to the grain carriers and heavier water borne. The works of man to Nanna Bijou were good and worthy of preservation.

The religious concept of the Ojibways was a spirit god who ruled their minds and hearts from the rugged mountain tory of Thunder Cape, sometimes known as the Sleeping Indian, and at other times the Great Thunder Eagle. The spirit that hovered over the Indians was good and hey prospered and multiplied under its protection. Medicine men were the priests as well as doctors and their chants and enchantments were based upon the belief that the Great Manitou was a peter god who could and would be propitiated by gifts and sacrifice. The simple faith of the Indians trusting to their belief in a benefficent god was all sufficient and until the missionaries brought the belief in a Christian God, to them, they knew as other god Nature and all is rugged beauty remains, but the Great Manitou, or Nanna Bijou the spirit of the land and the people have made way for Christian beliefs and ideals.

The missionaries from New and Old France were the first adventurers in the wilderness and they fraternized with the believers in the Great Manitou. Then came the explorers whose object was to extend the boundaries of New France and next the fur buyers individual and corporate.

Colonel Garnet Wolseley blazed the trails and portages between the Great Lakes and Lake Winnipeg the eastern and northern approaches to the River settlement, and civilization followed the two and the rails which carried the transcontinental trains Steam transportation usurped the romantic belief in the Great Manitou, and the spirit of Christian ideals was promulgated among the wilderness people. The spirit is good under whatever name it may be called and is to-day guiding and controlling the destinies of all who believe in the paramountcy of good.

The Great Fiery Eagle of Thunder Bay was the symbol of the mystery which has spread its wings and is flying to the domain of Nenaboojoo the god of the earth's treasures, and Nanna Bijou sphinx like guards the portal to the riches of the wilderness untroubled and serene amid the hurrying of many mortals towards the hidden sources of mineral wealth

WOMEN WHO WERE AT FORT WILLIAM, 1856-1878

BY MISS ANNIE E. McINTYRE

Mrs. McIntyre, wife of John McIntyre Hudson Bay Company factor, came to Fort William in 1855. The six years previous to this, she spent at Brunswick House a Hudson Bay post near James Bay. During that time she did not see a white woman, or hardly any money, sending to her eastern in England for things that could not be obtained at the Hudson Bay Co. store. She had the unique experience of crossing Lake Superior in a birch bark canoe, quite an undertaking with four small children. She was very fond of her home, and being most hospitable, made many friends. Three sons and one daughter were born at Fort William. She died July 5, 1898.

Mrs. Robert McVicar and two daughters were the next white women to arrive. Mrs. McVicar was a woman of great mental ability. Her gentleness and unfailing kindness endeared her to all who came in contact with her. Miss Christian McVicar succeeded her father as postmaster, which position she retained in their family until the present date, she died in 1908. She had a keen sense of humour, which made her a most welcome and amusing visitor, besides being a staunch friend. Miss Victoria McVicar, a woman of charming manner and strong personality, is known throughout Canada for her courageous action in approaching Louis Riel the rebel leader of 1870, to plead for the lives of his prisoners.

In 1863 some members of Captain Duncan McKellar's family came over from the south shore and proved a very welcome addition to the small community. Some time later they were joined by the rest of the family. Of the latter Miss Kate McKellar (afterwards Mrs. F. C. Perry) was perhaps the best known to the public. She taught school for some years, and also took an active part in her church and Sunday School, and in fact in all good work. She was kind and generous, as all the family were and never tired of well doing. Her work as president of the West Algoma Local Council of Women, and different organizations is too well known for me to enlarge on.

The youngest, and only surviving daughter Mrs. Deacon, who was of a more retiring disposition, I think best known to the public as the first Regent of the John McIntyre Chapter of the Imperial Order of the Daughters of the Empire. It was with difficulty that she was persuaded to take this office which she filled with great satisfaction. As a charming hostess she was indeed very well known. In the early days she

was in great demand as a pianist and as organist for many years of the First Presbyterian Church. The family were all musical, and added much to the social life of the place.

I may accidentally and without fear of contradiction say that these three pioneer families were the soul of hospitality and always cared for strangers within the gates.

Our first public school teachers was Miss Groom, an Irish woman. She also edited our first newspaper the Fenian-baiter. The pig did with the help and co-operation of Mr Peter McKellar, who printed it all by hand.

Many notable and distinguished women visited the Port in those early days, among whom were Lady Dufferin, Viscountess Milton, Lady Strathcona Mrs Hopkins, wife of the Governor of the Hudsons Bay Company, who was an artist, and another artist was Miss Kirkaldy both Hughes Mrs D Norquay, actress, Mrs Molyneaux St John who was Kate Ranoe, actress and singer This lady went from Port William to Port Garry by canoe, over the Dawson trail in 1870, after the troops had passed up Her husband was war correspondent for the Globe during the rebellion.

Mrs J Vickers, daughter of Mrs. Moodie, authoress of "Roughing it in the Bush" etc. will I hope, always be gratefully remembered by the people of Port William for her most generous gift of Vickers Park.

Many Americans came from time to time, among them some claiming Kentucky birth-one Mrs Mowry, the English wife of one with her family remained for a winter She was a great acquisition, being very talented musically.

Among other women, I should mention Mrs. Bernard Ross, who was a frequent visitor at the McVicars Then there was Miss Martin who, with three helpers, opened the first convent in the country at the Roman Catholic Mission She was Lady Superior and taught French Miss White taught the white children and the others baked After the Indian school Miss Mark was in great distress at not having any candle sticks for their chapel On seeing some at our house she begged a pair of 6 ver ones for their altar from my mother

Another who could be mentioned is Miss D Ferguson, who taught the public school after Miss Groom left and before Miss Kate McKellar came

Mr R E Norton's family were of interest, as his youngest daughter Claire in after years, was one of the public school teachers. Mr Norton had at one time been member for Algoma

LAC DES MILLE LACS

BY A RESIDENT AT THE "FISH WINDOW"

(From the Toronto Globe Nov 29 1913)

One of the Northern Ontario lakes, which have held a high fascination for writers and explorers, in that body of water known as Lac des Mille Lacs. Much misinformation has been written about it by writing men who have got off the train at Savanne, taken a canoe ride along the Savanne River, to the upper end of the Lac and then set out to tell the world about its mysteries. It would take many many weeks in a canoe to thoroughly explore Lac des Mille Lacs, and the possibilities are that the examiner if he did, would have a guide along would many times lose his marbles, and perhaps get hopelessly lost.

The other day we ran across an item in which one writer wondered why the Lac was named Lake of the Thousand Lakes, instead of Lake of the Thousand Islands, this not any way that he had yet investigated the mystery at the northern end of the Lac, where islands and peninsulas of large size composed of what the northerners call "floating muskeg" are shifted about by high winds and change the whole surface contour of the water. In that end of the Lac, at times one may thread through tiny inlets into what appear to be land-locked bays. Her Majesty's gunboats on the Lac drew a line through this feature. These floating islands and peninsulas seem perfectly solid under foot and in the fall of the year are blackened by game. The last time we visited the Lac we were with a hunting party who had secured two moose, both of which were shot on a peninsula composed of floating muskeg. Two of the party who set out in a canoe to explore a channel small skee south of the Lac, had a difficult time returning to camp because of a change in the shore line on their return. A fire tender who was with the party informed them that the change came about through the peninsulas and islands composed of floating muskeg all firing with the wind.

It is a strange like in many other respects broadlies at night on a strange silence that is the campers in awe inspiring On it may be seen the pagan Indian and his family paddling in his birch bark canoe to the trading post at Savanne where he offers his furs in barter for flour and bacon and other household supplies. The Lac being beyond the height of land at Wright in Hudson Bay water and along to source and the shores of its tributaries as a country rich in game

About midway down the Lac is an old Indian burying ground tucked away in a secluded corner of a heavily wooded

island. The last time we were there one of the birch pole platforms remained intact. On it, sewn into swathings of birch bark, were the bodies of an Indian chief and his daughter we were told.

The Indians of the locality being mostly pagan, are quite superstitious. They strongly believe in the evil spirit known as Windigo, and a brave who sets out hunting and finds what he believes to be signs left behind by the monster spirit will turn about and go home, because, as he puts it, "the Windigo chase the moose away. Medicine woman make, she made Windigo." While at the Lac we visited a hut ruled over by a medicine woman, where we saw her perform tricks such as making a bone-made shuttle follow her around the room like a dog. The woman was an adept at sleight of hand and high class trickery, yet she was so illiterate she could not read and could only count to sixteen.

At a reserve we noted houses in which several doors had been barricaded with cross pieces nailed over them, and windows that had been similarly treated. We were told that the Indians often do this when a death occurs in the family. They fear the spirit of the departed will come back for another member of the family on to keep the deserted one out, they still use the old door and build a new entrance.

Among the Lac des Mille Lacs Indians it is the belief that if the spirit of a departed member of the family gets into the house and on the eyes of any one it will steal that person with it. Hunters and rovers alike seek charms from the medicine men and women to bring them luck. We were successful in securing one of these charms, which a native hunter was carrying. It was sewn up in a small bottle securely stopped with wax. Later we had a chemist analyse it. The charm turned out to be composed of a combination of burnt cork and tobacco ashes

THE LAKEHEAD CITIES OF THUNDER BAY (PORT WILLIAM AND PORT ARTHUR)

BY THE LATE W. W. VICKERS

The story of the settlement and commercial development of the wilderness lands on the north shore of Lake Superior interests and enthrals all Canadians who are native Ontarians. For thousands of fifty years the writer has been in intimate contact with the District and the people and an inherited interest has made for keen observation and almost personal inspection yearly during the past quarter of a century.

The pilgrimages to the Head of the Lakes in the early seventies were events in my life and they represented adventures in the new and practically unknown lands in North Western Ontario.

The thrills of many discoveries of gold and silver prospects in the District were as exciting as the profitable mines subsequently developed in Cobalt. Successful by local enchantment as the prospect and many gold and silver mining companies incorporated under the provincial laws bear testimony of the faith of the shareholders in the wonders of mineral wealth of the District. The lure of the profitable development of the moment is still existent and the yielding to a very human trait plays its part in rushing up new territory for settlement.

To have lived the past fifty years during which the entire face has been transformed by the railroad, steam gas and electric has made the uncommon parts accessible there is a note of joy when I write it, where such fortunate people carry prosperity for the children and grandchildren of the pioneer settlers of the period between 1850 and 1880.

This speech should illumine and make enthusiastic the minds of fellow Canadians regard as nature's instructions to a not undeserving people and teach them how to capitalize for the benefit of the world, the supreme industrial power Kipling likewise

When one overlooks the Bay of Naples from Sorrolino e Palace can see Capri and Sorrento in the distance The Bay is fabled in song and poetry enamored and modern It is the culture of the Latins which lends colour to the view The North American Continent lacks culturally when underlaying to joy a possessing beauty spots The beauty of the Golden Gate to the Pacific has attracted the admiration of sweet singers, but their songs are modern

New posts and new augers will acclaim the beauty of Thunder Bay at the Head of Lake Superior. Murder Cart in Port Arthur is to location not unlike the heights in Naples and the outlook over the Bay is even more enchanting. The rugged promontory of Thunder Cape and the Welcome Islands supply the places of Sorrento and Capri. The distances are much the same but in Thunder Bay the water is fresh and is also deeply blue.

In the year 1875 the writer first visited the settlement of Prince Arthur's Landing and Fort William. The conspicuous physical features of the former were a huge derrick at the water's edge of Thunder Bay and a few whitewashed buildings. There was no dock. The steamer "Chicora" (known in the war between the North and the South as "Rebel") Passenger Letter B," was unable to enter the River Kaministiquia owing to a sandbar which had formed at the main mouth. The Hudson's Bay Factor at Fort William, John McIntyre, came out in a mail boat with the Indians and a landing was made at the Fort. Both banks of the river were thickly wooded and a few settlers had very small clearings. The Indian Mission two miles up the river was a busy place and under the wise guidance and control of Chief Maudo enjoyed a tranquil life.

The beautiful valley of the Kaministiquia with Mount McKay in the foreground, was steadied in its peacefulness by the majesty. The era of romance has disappeared with the rush here, since and the advance of civilization has created new problems which in many places eliminate the sweetness and picturesque of primitive living conditions associated with the solitude and loneliness of the wilderness. The whistle of the locomotive of a transcontinental train now announces the Indian canoeman's melodious chant while paddling along the river waterways.

Upon the occasion of my first visit to Fort William the atmosphere was dominated by Scotch. John McIntyre who had assumed the Chief Factorship in 1848 with Sir George Simpson, was in charge at the Fort and the Bay Company Post. The McKellars Peter, John, Archibald and Donald; the McVickers and the Mackenzies were clearing lands on the river for agricultural purposes all of which lands are now in the limits of the City of Fort William. The province with a view to encouraging settlers sold lands at twenty cents per acre cash and the patent issued when eighty cents more was paid. There were no roads except upon government maps and the river and the bay were the means of communication and ways for transportation.

The Ojibways lived in a constant state of terror owing to the frequent hostile raids paid to them by the warlike Sioux from Minnesota. The Sioux had cut and blazed what

is known as "The Old Sioux Trail" from Pigeon River to Dawson Way. The trail was a secret one. When in 1870 Colonel Wolseley found that the road in Lake Shebandowan from Prince Arthur's Landing had not been completed he enlisted the assistance of Governor McIntyre of the Fort William Hudson's Bay Company Post and Simon J. Dawson...a civil engineer home in Prince Arthur's Landing, and was able to transport the Red Coats by the Rivers Kaministiquia and Matawin in crude batteaux. From de Meuron ten miles from the mouth of the Kaministiquia was in those days a military camp. Wolseley finally reached Post Carry now Kashabowie, at the junction of the Red and Shebandowan Rivers, by way of Lake Winnipeg. His arrival was unexpected and, with his followers, exhausted the Post without a shot being fired by either of the forces. The Old Sioux Trail and water route were no longer secret as the Indian hieroglyphics and pictures marking the trail and portages were read and followed by the expeditionary force.

Even in the most ancient of times rumour had it that the silver mother-lode was close to the Old Sioux Trail and as the Sioux used at times silver-pointed arrows and belief was strengthened that mines in abundance could be discovered. Prospectors from all over the world have since sought the mother-lode with the exception of silver Islet at the site of the Sleeping Giant in Thunder Bay there has been no true native silver mine operated.

Canada's monopoly of the pulpwood industry encourages the investment of millions of dollars in pulpwood limits, pulp and paper mills, and head in hand with this investment is the development and expansion of the water powers of the world. Growing N pigeon and at its rivers emptying into Lake Superior. The millinery between pulp and power is very close as methods of Electric Hydro-Electric power the production of pulp and paper and the transshipment of the streams of golden grain from the Westerly Provinces would be most difficult and exp ns ve. Cheap electric power is an economic necessity and in the manufacture of pulp and paper as well as the rapid loading and unloading of grain n and out of the elevators at Fort W liam and Port Arthur the Lakehead Cities on Lake Superior nature supplies this requirement. The railways bring the grain to these cities and rail heads feed beneath the one of the twenty-two elevators which have an aggregate storage capacity of over sixty three million bushels, and others are under construction. The pulpwood limits are generally North and Northwest of Lake Superior and analogous to the Nipigon Black Sturgeon Kaministiquia and Seine rivers. Under the provincial regulations of the

Ontario Government which controls the pulpwood limits in this area all pulpwood must now be completely manufactured into paper in the province of Ontario. The lessee from the Province of Ontario to the pulp and paper manufacturers permits for the conservation of the pulpwood area to be cut through clearing the forest and replanting. Settlers who have purchased their lands from the Crown are still permitted to sell their pulpwood for exportation.

It is difficult, under present day conditions, to picture the early explorations of the country bordering the North Shore of Lake Superior. Today one finds two of the brightest cities of these populations in Canada and accessible by steamers during the season of navigation in thirty-six hours or by train at all seasons of the year in twenty-four hours from Eastern Ontario and twelve hours from Winnipeg in the old Selkirk Province to the West. Manitoba before the advent of a through railway from the Atlantic to the Pacific in the month of November, 1885, the Head of the Lakes was isolated from civilization for a period of six months each year and the pioneers, when the emergency of a visit to Eastern Ontario arose, were compelled to undertake the whole distances on the ice-covered Lake Superior and Lake Huron in one of the Georgian Bay ports where the railways terminated. Today with two daily newspapers, telegraph, radio and the telephone these cities do not differ from any other cities in Eastern or Western Canada and are as closely in touch with commerce, politics and society as the people in Toronto the seat of government of the Province of Ontario

PULPWOOD

In the Lakehead Cities of Fort William and Port Arthur there are four pulp and paper mills, two within the limits of each city and another pulp and paper mill under way in the course of completion on the Nipigon River East of these structures in large numbers are located along the river bank or the water front, as the case may be and travellers, saws, barkers, crushers and pulp and paper machines are operated by electrical motors, and electrical power enters into every operation from the time the pulpwood is picked up in the stream by the traveller until the paper is rolled into the cars. The capital expended in connection with the construction of the buildings, the installation of machinery as well as the purchase or leasing of limits, is large, but Canada's monopoly of the production of newsprint and paper invites the investment of a large sum of foreign moneys in the establishment of the paper business.

In one mill at Fort William two machines produce 218 tonnes of paper daily, a sheet being 30 feet wide and the essential qualities are all preserved strength, finish, formation and colour, with freedom from holes or defects of any kind. One modern newsprint machine producing 320 tons of paper a day requires the wood from 25 acres of forest land to maintain its operation and the total daily production in Canada means that the trees have to be cut from 1800 acres or 2½ square miles of land. The Canadian newsprint mills have a capacity of over 1,800,000 tons per year and averaging 3½ cords of wood to each ton of paper the conversion of wood to make 1,800,000 tons of paper would be 3,250,000 cords of pulpwood.

During the winter season pulpwood is piled on the shore line of the Bay in front of Fort Arthur for the use of the local mills and export to the United States.

Even the log is utilized for the same purpose, booms inside the breakwater preventing loss when the annual breakup occurs.

The distribution of the product is becoming a greater problem than ever. New railways have been projected to the limits having terminals at Albany River and to the markets south of Pigeon River, the boundary between Minnesota and Ontario. The demand for paper and newsprint has increased and there is no difficulty on the part of mills in disposing of the whole of its products

POWER

Fifty years of progressive development as a relative statement concerning any part of the Province of Ontario. When applied to the District of Thunder Bay at the head of Lake Superior the largest of the great inland lakes and the boundary between the United States and Canada, there is a special significance In no part of the Province has the transformation from the wilderness to the varied commercial and industrial conditions been more complete From small isolated communities depending for support upon very limited means of developing the lumber and fish industries, the Lakehead Cities of Fort William the River Port and Port Arthur the Lake Port, have now an aggregate populat on of about forty-five thousand people and their transportation facilities, rail and water including the grain elevators and pulp and paper mills are of profound interest to the people of the world In the early unfolding of commerce the people of these cities were dependent upon steam either on land or water Now Hydro-Electric power has become an industrial factor which seems capable of infinite expansion The rocky

North shore of Lake Superior is on land and shore by different writers, all of which are capable of being harnessed for the development of electrical energy. The cost of the erection of dams, power houses and transmission lines in following out the capacity for the production of a merchantable unit of electrical energy cannot be accurately measured. It can be estimated that about 24 per cent of the Hydro power in Ontario is now utilized and some of these water powers are located on the Arctic Watershed and others on the Lake Watershed. The locations of the power stations seem no longer important, provided that the market for the power can be reached by transmission lines. In the Province of Ontario the Hydro Electric System have erected a plant at Cameron Falls on the Nipigon River which has now produced 50,000 horse power with a potential increase of another 15,000 horse power and then 60,000 horse power will be further augmented by a new power station which it is proposed to erect two miles nearer Lake Superior on the Nipigon River at Alexander Falls which will be capable of producing 60,000 horse power and will entail a capital investment by the Hydro-Electric System of $7,500,000. The market for this power is in the Lakehead Cities and the industries dependent upon this power are the pulp and paper mills as well as the maintenance and operation of the huge grain elevators. The 110,000 transmission lines from Cameron Falls to Port Arthur are about 90 miles long and from the heart of Port Arthur to the heart of Fort William it is the neighborhood of 5 miles. The Kaministiquia Power Company taking its power from the Kakabeka Falls and the rapids above generates 35,000 horse power. With so much electrical energy available for use in industries of every kind the future of these cities is one of assured prosperity. The expansion of the pulp mills to paper mills to fulfill the requirements of the Government will lead to heavy capital investments and the operations in the pulpwood limits and in the mills themselves will lead to the employment of much skilled labor as well as unskilled. The supply of raw material for pulp is practically unlimitable and as has been said, the expansion of electrical power to take care of the raw material is unlimited. Untold wealth lie in the rocks, forests and marshes of the wilderness and the near wilderness.

The use of the waters of Lake Michigan by the City of Chicago in connection with its drainage system involves the diversion of the waters of the Great Lakes to the Mississippi Valley. The volume of water withdrawn at said to be 8,000 cubic feet per second. The effect is to change the standard water levels of the Great Lakes, and the continued use of the public works in aid of navigation constructed at great cost

by the Governments of Canada and the United States is unparalled. Hence the Basins affected and Ontario are able through joint action to stop the wrongful use of the waters where appears only ruin for navigation on the waters, improved and unimproved, of the Great Lakes.

The Greater St. Lawrence Waterway is a vision of the people at the Head of the Lakes. Duluth, Minneapolis and St. Paul are enthusiastic supporters of the plan.

The international aspect creates both advantages and difficulties in the promotion of the plan

The Hydro-Electric possibilities of the St. Lawrence in large density of seed incidental to the deepened waterway plant are now under serious consideration by Canadian and United States governments. The engineering estimates of the cost of the development of 2,440,000 horse power within five years are $253,000,000. Canada would share equally in the power developed and in the cost of production. The relative importance of the deepened waterways and Hydro Electric power plant are in sharp contrast when consideration is given to the economic advantage of the use of the deepened waterways and the use of Hydro-Electric energy for commercial purposes.

In the month of January 1926, the Ontario Government entered into contracts with five pulp companies at the Head of the Lakes to supply certain quantities of pulpwood annually for a period of twenty-one years with two extensions thereafter each of ten years. It is estimated that 500 000,000 cords of pulpwood are available for manufacture into pulp and paper and newsprint. At the present time the production of newsprint is 2,500 tons each day from which is derived a governmental revenue of $600,000. The new contracts for the supply of pulpwood entered into will increase the production to 4,500 tons per day and the revenue to $1,080,000 per annum. Provision has been made for reforestation and the area covered is 30,000 square miles East and West of Lake Nipigon. It is intended to expend $70,000,00 additional capital in the development of the pulpwood resources. This natural increase in population will be at least forty thousand. The pulp companies have agreed to completely manufacture newsprint and paper in the Province and will extend the plants by installing paper-making machinery. The conversion of the wilderness into profitable pulpwood areas goes on apace and soon lands unsurveyed, unmapped without topographical and geological legends will be few in the neighbourhood of James and Hudson Bays.

GRAIN

Twenty-two elevators, part on the banks of the River Kaministiquia and part on the shore of Thunder Bay, represent the storehouses through which the five principal grains are transferred from the railways to the holds of the grain-carrying steamers. In the early days the elevators were vast wooden structures, readily inflammable, and with very few contrivances to facilitate the handling of the grain. Today the elevators are gabdial, tubular structures, handsome in appearance and workmanlike in their surroundings. Internally they are marvels of efficiency. They require few hands to operate and there is a vast deal of electrical power used in all their operations.

It is difficult to measure the step for the year 1926 but the five principal grains which passed from the railways to the elevators and thence into the holds of the grain-carrying steamers through these ports aggregated 306,462,574 bushels. This total was represented in bushels—Wheat, 224,548,638; Oats, 28,857,161; Barley, 50,252,817; Flax Seed, 2,803,758; Rye, 1,647,200. Yet another computation shows that this total represented 864 cargoes in Canadian vessels and 527 cargoes in United States vessels over 7 cargoes in vessels of other countries. In the year 1926 the shipments to the United States ports were in excess of the shipments to Canadian ports—148,293,177 bushels against 157,284,416 bushels. Not unnaturally Duluth-Superior led all the receiving ports of either country for 1926 with a total of 115,969,566 bushels. The Canadian crop was high in 1926 a good average crop and as there was a failure in Argentine Wheat the price paid for Canadian wheat was satisfactory to the growers. In the spring of 1926 there was has seen the time when not one bushel of wheat was received at the Lakehead Ports for transshipment. When the Canadian Pacific Railway was opened for traffic from Winnipeg to the Head of the Lakes elevators of the old type were erected. The package freight elevators on the Lake were outdated for the amount of grain received. With the increased settlement of the Western Provinces the flood of grain from Alberta in the Lakehead Ports began. New elevators became necessary and the modern, efficient types were erected. The cargo elevators in sympathy improved in size and carrying capacity with the result that many cargoes are in excess of 500,000 bushels.

Power whether steam electric or gasoline, has played its part in reducing the wilderness of rock and water to terms of commercial advantage. It is a striking comment that five sixths of the Canadian flax was marketed in the United States. The investment by the two railway companies in $8,580,000,000

and $1,500,000,000 have been devoted to the construction of railway lines for the transportation of the grain and other commodities from the Western part of Canada to the Head of Lake Superior.

In the month of November, 1925, Canadian grain inspectors checked 68,056 carloads of grain, 54,917 of which carried wheat, probably the largest number of cars ever received at the Lakehead Cities in one month in the history of transportation.

PARKS

Municipalities subsuming and themselves removal from other municipalities concentrate upon the perpetuation of early conditions. Their history is romance and in the establishment of great natural parks the citizens are constantly reminded of the progressive movement towards higher and more expansive development of their resources.

In Fort William Chippewa Park represents an area of 750 acres bordering on the shore of Thunder Bay and invites the citizen and the visitor within its gates, as well as the motor tourist, to contemplate the grandeur of Nature under primitive conditions. The Arch Bank wigwam and Zoo serve as remnants of life in earlier and in recent days. Peace and quietness reign and the wilderness is a sanctuary for the flora and fauna, and the animal and bird life of the District.

Current River Park in the East end of Port Arthur is a similar rendezvous with the Lyon Brook as an added attraction for the home or visiting motorist.

THE PEOPLE

The development of the District of Thunder Bay which has a territorial area of 340,000 square miles proceeds in an orderly way Industry and commerce follow the accepted precedents and each year marks some new steps in advancement.

The mental and physical activities of the people are at present directed in the work in connection with the service clubs and ability of an exceedingly high standard is shown in the control and management of the clubs. While these clubs serve a limited useful purpose the question arises whether the same amount of thought and time extended up on the management control and administration of the affairs of the District under County organization would not bring great er rewards and create a greater unity of the peoples of the Lakehead Cities

The linking of the Townships and city corporations in one body would afford opportunities to the ambitious and talented youth of the District

For fifty years the District has been under the direct control of the Provincial Government. The people have always looked outside for money help and guidance. They have been kept in leading strings and their independence of thought and action is restricted.

Some day in some way the District will attain its freedom from outside control and the sturdy virile people of the North Country will show the fruitage of the excellent educational advantages, as well as living conditions, enjoyed by them.

The District will be developed through its own natural resources, by people who know where they lie, how they can be won, and the manner in which they can be marketed to the greatest advantage of the District.

The people have ample leisure and the automobiles owned in the Lakehead Cities have a value of over $1,000,000. The highways are kept in admirable condition by the several municipalities, city and townships. It is no longer a hardship to be compelled to live there in any season of the year. The people are friendly with each other and with visitors from all over the world.

The old demon of isolation has been relegated to the District of Patricia and the North Pole. With an increase of 60,000 people during the next few years subsequent upon the enforced extension of the paper-making industry the people will become broader minded and too busy to waste time in petty, sectarian differences.

When the Canadian Pacific and Canadian Northern Railways were under construction Westerly and Easterly of the Lakehead Cities the people were temporary. A larger number moved as the sections of the railways were completed. There was a feeling of impermanence and the energies of the people were directed rather to the building and equipment of the railways than the upbuilding of the towns. This unstable condition has now passed and the cities retain their inhabitants.

The assumption by all the citizens of municipal responsibilities creates a new civic spirit which is based on broader lines and encourages the hope that the Lakehead Cities will be controlled by one municipality. Nearly thirty automobiles make up the population of the two cities and there are as many religious denominations represented. The encouragement of the people are needed in all endeavours to promote the development of the District.

The Ukrainians are an important factor in West Fort William and their churches and cemeteries remind one of the barbaric splendour of South Eastern Europe. The children are rapidly becoming Canadianized under the teaching of the

public schools and their aptitude in learning their lessons and claim them to educate their parents. The sailing pot works overtime.

The month of August as the early sojitors was the pleasure period. Day excursion excursions to Thunder Cape Silver Islet, Welcome Islands and Pie, Jarvis and McKellar Islands gave pleasure and instruction to youth and age. The men took rather a picks and fishing poles and the women and children adventured in milder ways.

The life was full of joy and contentment and was most healthful for all concerned. All responsibilities were put to one side and every excursion was an event worth remembering. A genial basket shared meant acquaintance, friendship and goodwill. The Neff and the Three Friends no longer float.

It is idle to attempt to prophesy what will happen in the next fifty years. It might be of advantage to concentrate upon the next five years and strictly carefully the programmes development of the home industries in which way well be included the super development of the water powers in the District. The District is a veritable Pandora's box, the lid of which is about to be lifted.

HISTORY OF THE CANADIAN PACIFIC RAILWAY

BY A. P. HAWKINS

Madam President and Members of
the Historical Society, City of
Fort William:

First let me express to you my great appreciation of being here with you to-night and also to thank you sincerely for the honor you have conferred upon me in asking me to speak to you on the early history of the Canadian Pacific Railway.

In 1868, an Imperial Order-in-Council gave Rupert's Land and the North West Territories to the fledgling Dominion. Manitoba entered Confederation in 1870, followed by British Columbia in 1871. The Dominion of Canada now extended from the Atlantic to the Pacific—but in name only. A railway linking East and West was needed to develop a national spirit in the far-flung people. Rebellion and secession threatened the stability of the young country in those difficult years. When the Riel Rebellion broke out at Fort Garry in 1869, troops from the East took 95 days to reach the disaffected area. It was as the North West remained isolated from Eastern Canada, there would be danger of further outbreaks. The physical barrier presented by the rocky north shore of Lake Superior kept Ontario from a sympathetic appreciation of the problems of the whole and half-breed settlers on the prairies. The discontent along the Red River was so apparent that the United States sent a special agent to Winnipeg to report on conditions. His opinion was that the speedy Americanization of that fertile district was inevitable unless the British connection was strengthened. The question of annexing the North West had even been discussed in the Congress of the United States.

The threat of secession came from British Columbia. As part of the of its acceptance of Dominion authority in 1871 British Columbia had written into the Terms of Union a clause binding Canada to undertake to secure the commencement simultaneously within two years from the date of union, of the construction of a railway from the Pacific towards the Rocky Mountains and from such point as may be selected east of the Rocky Mountains towards the Pacific to connect the Seaboard of British Columbia with the railway systems of Canada and further to secure the completion of such railway within ten years from the date of so on.

Ten years from 1871 the hopes of the Fathers of Confederation had been only partly realized. The union was not a unit. The energy which might have been utilized for the

commercial development of the nation was spent in agitation and argument. Macdonald's first attempt to build the railway as a Government enterprise had ended in his resignation in 1873 and a Mackenzie's commission to power.

Mackenzie believed the construction of the railway within the allotted ten years an impossibility, so that the Dominion therefore was not bound to observe the full letter of the promise to British Columbia. He remained in office until 1878. In that time, the Government let contracts for two small sections of the railway from Selkirk to Emerson and from Selkirk eastward.

Macdonald was returned to power in 1878 on the so-called National Policy. He carried on Mackenzie's programme of piece-meal construction for the next two years letting contracts for the completion of the line from Port Arthur to Winnipeg, for the line westward 230 miles from Winnipeg and the line from Yale towards Savona's Ferry a British Columbia. Only 284 miles of the main line had been built when the ten years agreed upon for its completion were nearly up.

Something drastic had to be done at once. Macdonald had no choice. Millions of public moneys had already been sunk in the project. His nation's word was pledged to the completion of the railway. Yet Canada faced bankruptcy if saddled with the huge additional outlay necessary to build the railway from coast to coast.

Macdonald announced his intention of entrusting the stupendous enterprise to private interests. He went to George Stephen of Montreal, a merchant and banker who had made a startling success in securing a small railway in the western United States. Macdonald was not particularly friendly to Stephen. Stephen was the one Canadian he knew who might possibly be able to build the railway, and Macdonald wished above every other consideration to keep control of this main artery of the new Canada within the country.

It is probable that if Stephen and his associates had a fore glimpse of even a part of the difficulties, abuse and bitter opposition they were to endure before they completed their task they would never have undertaken it. They were not young. They had already achieved hard won successes and were looking forward to retirement from business cares. Their motives in accepting the work could not have been other than patriotic.

Few men of that day believed the railway could be completed and there were fewer still who believed that once completed it would ever be ready to pay. Judged by the money already expended by the Government in building a very small

portion of the whole railway, the capital outlay threatened to be enormous. In all the Northwest there were only 108,000 people. It was hard to imagine traffic originating on the premises and the Rocky Coast in volume large enough to pay the bare operating expenses of the railway.

The contract calling for the completion of the railway was signed on Oct. 21st, 1880, and called for it to be completed within ten years. Special representatives were sent to England and the greatest financiers of the world were interviewed with regard to raising capital for the great enterprise; but they were told that the scheme was impracticable, foolhardy and wild-cat-ing, but such men as Geo. Stephen, Duncan McIntyre, J. B. Hill, Richard B. Angus and others had given their words to the Parliament of Canada and defeat could not be entertained for a moment. They had pledged their reputations, their fortunes, their all; therefore, notwithstanding what difficulties, what obstacles were thrown in their path, they were faced with a great determination, a wonderful courage, which helped them to overcome what seemed to be insurmountable difficulties.

If we had time to follow these sturdy pioneers through these difficult years of construction, we would come to a better realization of the great character they had to overcome. In one instance a lake had to be lowered ten feet. Over 12,000 men and 5,000 horses were employed at one time in the building of the railway around the north shore of Lake Superior. Three dynamite factories had to be built. The dynamite alone cost over $1,200,000 three miles of track which had to be built around Jackfish Bay cost $1,200,000, one mile alone costing even $700,000.

Time will not permit me to go into further details. Suffice it to say that due to their indomitable spirit, success crowned them efforts and we find that it was on November 7th 1885, that the last spike was driven at a little halting place in British Columbia called Craigellachie. The ceremony was performed by Sir Donald A Smith surrounded by a representative body of men, who with brief words of congratulation lifted a hammer and with the well-directed blows of a man not unaccustomed to manual exercise drove in the last spike of the Canadian Pacific Railway—which opened up to the commerce of the country the lands and peoples beyond the Pacific Ocean.

Before nightfall of the day which witnessed this memorable ceremony a telegram arrived from the late Queen Victoria, through the Governor-General, Lord Lansdowne, graciously congratulating the Canadian people on the national achievement, which Her Majesty was well advised as regard-

ing as "of great importance to the whole British Empire."

Let us not overlook the fact that the railway was completed in less than half the time the Government contract called for.

We all know the wonderful development which immediately started at the completion of that railway. The great uncultivated lands of Western Canada have since been turned into the greatest grain producing country in the world: hamlets, villages, towns and cities have sprung up all over this vast Western country—showing a development unparalleled in the history of the world in so short a time. The Canadian Pacific has bridged two mighty oceans has connected four continents and has taken the name of Canada to the farthest corners of the earth.

Since 1885, the Canadian Pacific Railway has expended nearly $75,000,000.00 for railroad-line, land-settlement, irrigation etc., a sum greater than that expended by the Dominion of Canada on similar work over the same period. The Canadian Pacific Railway Company has established more than 50,000 families on lands in Canada and has settled more than 30,000,000 acres. If time would permit I could go on enumerating the part that this Company has played in the development of our country.

This development, together with the expansion and growth of the Canadian Pacific Railway is a much more interesting and exciting story than any fiction book ever written—because it is over the history of men who by their courage and their devotion and loyalty in Canada made possible the great development that has taken place. Let us picture for a moment those mile-run of acres of uncut veiled prairie lands, then wild and rocky parts shore of Lake Superior the many hundreds of miles with comparatively few settlers. Then when we remember those men who were the founders and builders of Canada's first transcontinental transportation system we cannot help but realize what a wonderful vision they must have had that would enable them to have faith in Canada's future and see those millions of acres turned into beautiful fields of golden grain ripening for harvest. This helped them to realize that the great essential thing at that time was to be able to find some means of conquering the vast distances, leveling the mountains and crossing the wilderness, which isolated the people one from the other.

The founders of this great railway and the men who succeeded them have been largely responsible for its phenomenal growth. In the brief space of less than fifty years, the Company has grown from very small and obscure beginnings until it has reached such a magnitude that the sun never sets

on its possessions. To-day it owns and controls 23,146 miles of railway 73 steamships with a gross tonnage of 286,800 tons It owns a chain of 13 hotels in Canadian Cities and summer resorts and 11 heavy low ramps in the Rocky Mountains and Ontario a telegraph system with 196,664 miles of wires and 24,890 miles of cables, carrying messages not only to every important point in Canada but to every important point in the world The Canadian Pacific Express Company affords Canadians a world-wide transportation and financial service of inestimable worth It operates by land and sea over 24,000 miles and has 7,000 offices and newspaper hotels at home and abroad

It might be interesting to note that value of a twelve car passenger train is $65,000.00 The total cost of rolling stock in average freight trains between Winnipeg and Port William is $284,000.00. During the grain year an average of twenty-four carloads of wheat leave Winnipeg eastbound, necessitating rolling stock to the value of $6,816,000.00.

There is also a similar movement of equipment westbound from Port William which makes a box value at freight equipment moving daily between Port William and Winnipeg of $13,632,000.00 when you add to this our Ocean transportation trains, you can add another $2,740,000.00—which makes a daily investment of rolling stock alone running over this distance of $16,372,000.00

Now let us look at the development of our Twin Ports which has taken place in recent years. The Canadian Pacific Railway Company built the first elevator at Port Arthur—which is known as the How Elevator —in 1883. this was followed by the building of A in 1887 which was afterwards followed by B C and D. The first elevator to be operated by interests other than the Railway Company was the Empire Elevator which commenced operations in 1904 This was followed by Ogilvie's Consolidated and Western Terminal Elevator Just as soon as the Railway Company saw that other companies were providing storage for the handling of grain it discontinued activities a elevator construction.

To give you some idea of the great growth and expansion of our Twin Cities, the following figures will be interesting

The C. P. R. handled during the crop year of 1900-01	5,838,329 bus
The C. P. R. handled during the crop year of 1910-11	52,667,360 "
The C P R handled during the crop year of 1920-21	112,600,000

The C. P. R. handled during the crop
year of 1927-28 176,954,580

In looking over the freight handling through the various Canadian Pacific Sheds at this point, I find there has been a gradual but steady growth since 1915, as the following figures will indicate:—

Year	Tonnage Handled
1915	497,068
1920	498,865
1921	485,319
1922	495,317
1923	580,500
1924	580,587
1925	573,582
1926	609,127
1927	650,346
1928 (10 months)	567,057

In less than half a century the Twin Cities have grown from one small elevator with a capacity of less than half a million bushels to the largest grain handling port in the world and with a total capacity of 80,000,000 bushels. In addition to this we are equipped with most modern freight handling devices and other very important technicalities such as paper mills, etc. and yet we have hardly touched the fringe of our great natural resources. There are yet millions of acres of land to come under cultivation in addition to the great mineral resources as yet undeveloped. If this great development has been possible during the last fifty years who can predict the future of Canada?

I think we might rest with every assurance that the prophecy of Sir Wilfrid Laurier will surely come true and that the Twentieth Century will surely belong to Canada.

HISTORY OF NEW ONTARIO

BY MISS M. J. A. BLACK

New Ontario as generally understood covers all the territory north of the Nipissing and French Rivers and Lake Superior and west at the Quebec boundary for the entire district has a unity of history and interest that cannot be divided. In spite of this statement, you will doubtless be lessening my attention on the Kaministiquia, and you might naturally charge me with being partial to my own section. This criticism would not bear examination for to all the early explorers this entire district of Ontario, was all but eight interest. They all passed it, dazzled by the glamour of the Orient and the western sea, thinking it being hidden that they should not appreciate the wealth and beauty that lay at their hand. It was these explorers who learned the Kaministiquia and not I, for they saw in it the entrance to the great mysterious land at promise for which they were looking. The importance that they gave this as a transfer point, does not lessen our own appreciation of the possibilities of this spot, for it is a recognized fact that all great cities have grown up on sites that were considered advantage points by the Indians and early explorers.

The exploitures of this great area—nearly 400,000 square miles is still in its infancy only the outer edge being touched but it is well to small some of the leaves who have trodden that fringe for a the stories of their lives are inside the history of Canada as well as that of our immediate District.

Champlain, the Fathers of New France came to America in 1608. His particular was were to open up the fur trade for the benefit of the government—his own life desire was to make use of the fur trade to open up the country for settlement purposes—or within a few months of his arrival in the country he was making his way up the Ottawa down toward the Lake that was to bear his name. Either until thether covering an extraordinarily wide district. In 1611 he heard of the waterway to the James Bay and his imagination was fired when he had an interview with a young French man Nicholas Vignau who had been living among the Indians, and who imparted having visited the northern sea. The Indians undoubtedly used the waterway from the Ottawa to the Bay but probably only slightly and the stories that they told the imaginative Vignau were lounded on fiction quite as much as on fact. Such as they were aided by Vignau's own inventiveness, they were sufficient to lool Champlain mad if, who started with four servants, including Vignau, to follow up the route

They had only gone a short distance up the Ottawa, when Viguain was made to acknowledge that his claim was a bluff, and that that was the limit of the district he had seen. Champlain returned to Quebec He was not discouraged though, for two years later he returned to the Ottawa, and after a long and arduous trip discovered the Nipissing, and the route through to the Georgian Bay, and thus turned down north Many years later, in 1787, a surveyor of that early trip was found between Mud and Turtle Lakes, a surveyor's contract, as no stake, that bore the initials of the great explorer.

Etienne Brule who was later to be the first white man to put his eyes on Lake Superior, was a servant of Champlains. As his name has been given to one of our bays, it is of added interest to us to learn of his character as well as of his deeds Parkman, in referring to him says "Brule, that pioneer of pioneers the famous interpreter" He understood the Indians and had not little trouble in getting on with them. Young in the end he was killed by them when he attempted to resume one of his leaders. Brule accompanied his master on many important trips, but also did a great many on his own. He had already explored the upper reaches of the Ottawa before Champlain got across to the Nipissing for the Champlain map of 1612, indicates lakes Temiskaming, Kepawa, and the rivers Mattawa, Antoine, and Jocks all of which had undoubtedly been discovered by Brule.

Jean Nicolet's great discovery was Lake Michigan so far as I know he did not come up into the part of the country at all His influence however reached us, for it definitely opening up the Wisconsin-Fox River route and establishing friendly relations with the Indians he gave to the French the monopoly of the fur trade for many years. Nicolet was certain that he was on his way to China, so he donned with much care very gorgeous Chinese outfit in which to greet the oriental potentates.

While the Nipissing-French River route was practically the only way to get across to the Great Lakes its popularity was greatly increased by the fact that it was fairly safe from the Iroquois, as a point so far off as the habitat of an Indian people has had some bearing on the opening up of our part of New Ontario

The next important epoch in the history of discovery to this part of the country was that of the brothers-in-law Groseilliers and Radisson They explored Lake Superior in 1654-56. The south shore they covered carefully and it is believed that they also reached the Jaxson Bay via the Albany River probably following the old Sioux trail They returned

by Moose River to Lake Superior and then down to Quebec, carrying with them a great consignment of furs On their arrival they were treated badly by the government and their furs seized The French officials little realized how far reaching this act was to be. As a result of it, the two French explorers left the French service, and went over to the English, and ultimately persuaded the latter to form the great company that was to be called the Hudson's Bay Company.

In the meantime though, Father Allouez was also doing some exploration in the interior, reaching Lake Nipigon. Here he established a mission among the Indians who were of the Nipissing tribe. One would infer from Father Allouez's report that he felt that mission work in the western part of the country should be done from fixed points, with men to work for their maintenance, and chapels for religious services. Precisely if he began and how profound it would have introduced a permanency to Indian life and settlement that might have helped to open up the country much sooner than it has been He however, had to return to Quebec, and never came back here It was Father Allouez who named Lake Superior. "Lac Tracy" after the then Governor of Quebec and this name appears on the maps for several years.

Sixteen hundred and seventy-eight was a very important year for Fort William, for it was then that Duluth and his party arrived to explore Lake Superior and to open the fur trade among the Indians His brother La Tourette went into the interior and built forts on the Nipigon and Kaministiquia, at the junction of the Kenogami and Albany Rivers, and so diverted much trade from the Hudson Bay Company. Whilst was then ten years old. Duluth himself built a fort at the mouth of the Kamun stapia probably about the first of McTavish street in 1679, and later explored the Lake of the Woods, and the Winnipeg Basin

The Kaministiquia River was first explored by Jacques de Noyon about 1688 He followed the waterways through to the Lake of the Woods, traversing the latter lake. He built a fort on the Rainy River probably near Fort Frances Part of his course would follow that of the old Sioux Trail for some ways quicker to find the easiest route than those why Sioux Thirty years later Sieur de la Noue came along and rebuilt Duluth's fort on the Kaministiquia, and constructed one on the Lake of the Woods. This river route however was not used to any extent for the Pigeon River was found to be rather easier and the trade was diverted there for nearly a century In 1722 we have the first mention of the Pigeon River when an officer named Pachot wrote describing his travels

La Verendrye was the next famous explorer to make his headquarters at the Kaministiquia. He spent the winter of 1731 here readying in order to make some money for his trip further westward. His ambition was to discover a practical route to the western sea, and though he did not reach his goal, he accomplished much more than it is given to the majority of men to do. He and his sons explored the basin of the Winnipeg, and probably got as far west as the foothills of the Rockies, as well as covering the basin of the Missouri. However, the special association that we of New Ontario have with his name is in connection with the tragedy of the Lake of the Woods, when in 1736, his son, and a party of twenty other Frenchmen were murdered by the Sioux on an island in the Lake of the Woods. La Verendrye himself, was at Fort St. Charles, on the western side of the lake up the bay now known as the Northwest Angle Inlet. Provisions and ammunition being needed, it was decided to send three canoes down to Kaministiquia and Michipicoten. Young Jean Baptiste La Verendrye was in charge of the party among whom was the missionary, Father Aulneau. Apparently without warning they were attacked while asleep. Their bodies were mutilated and left on the island. They were later buried by La Verendrye on the same island, which has ever since borne the sinister name of "Massacre Island."

The Grand Portage at Pigeon River ceased to be the means of the Americans after the revolution. It was necessary for the Montreal traders to find another route, and in 1767 the old Kaministiquia one was re-opened by Roderick Mackenzie of the North West Fur Company.

The competition between the Northwest Company and the Hudson's Bay Company reached in Lord Selkirk bringing in his mercenaries, the De Meuron regiment, in 1816. They camped on the river at the point that bears their name and then started out on the winter trip to make their way to Red River. Selkirk made a portage between the two points, passing south of Shebandowan. Peter McKellar says he has frequently seen signs of this trail, the first that was ever cut through by white men.

In 1857 H. Y. Hind made a report for the government on the country between here and the mountains, with a view to putting through a railway. At that time it was the intention to make use of the water routes in so far as it was possible only connecting them up by railroad. Hind gives a very interesting description of the country and features the agricultural possibilities of the Kaministiquia Valley. In 1868 the government incorporated a company known as the Northwest Transportation Navigation and Railroad Company which

was empowered to construct railroads, roads, and tramways between the shores of Lake Superior and the Prairie Region. Nothing came of this, but it all indicates that people were learning something about this section, even though it was little more than that of the early explorers namely that it was necessary to pass through it, in order to get to the west.

S. J. Dawson made the next important government report on a road from the Head of the Lakes to the Red River, and in 1870 his course was followed in taking the troops through to quell the Red River Rebellion. This road was a very fine piece of work, and many miles of it still remain in good condition. The Dawson route followed to a large extent the course of the old Sioux Trail.

In the meantime Confederation had been consummated and the government was pledged to build a railway across the continent, and scores of engineers were sent out to discover the best route. They spent all the country grossly but having only the one idea in their minds, they did not gather very much information about the country in general through which they were passing.

The opening up of the country in the search for minerals did more to make it known. In 1845 forty applications were made for locations on Lake Superior, and in 1847 the Bruce Copper Mines were discovered in Algoma. In 1848 the Silver Islet mine was discovered and in 1870 Peter Mcnabb discovered the first important vein of gold at the Ironsides Mine near Shebandowan. The Sudbury nickel—copper deposits were discovered during the building of the Canadian Pacific Railroad in 1882 and in 1895 the greatest iron deposit then opened in the Province was found at Helen Mine in Machin ordee. It was not till 1905 that the Cobalt silver area was discovered and a great wea th of gold being soon after found men were eager to get into the mined country to explore for more mineral wealth. This has added greatly to the knowledge of the geography of our country but much as all as has been learned those who have not fed their fires are still only on the edge. They claim that we will yet find in our mines wealth of mines, agricultural areas, forests and power that will make New Ontario the wealthiest section of the entire Dominion.

To deal with the explorations of the northern section of our district we must retrace our steps to the time when Groseilliers and Radisson threw our their allegiance to France in 1666 and appealed to Charles the Second of England, to organize a fur trading company to trade into the Hudson Bay. The great chest of water had been visited by the Portuguese as early as 1558-67 for the Ortelius map of 1570 indicates the

entrance to "the Bay". It was at till 1610 though, that it was explored by Hudson, who gave the bay his own name. He spent a winter at the southeast corner of James Bay, at what is now known as Rupert's Bay. He has hoped to have found a passage to the Orientian sea. You will remember that this was the time that Nicholas Vignau was living with the Indians, and studying up his story of his imaginary trip to the "sea of the north". Surely Vignau must have had some pretty direct word of Hudson's party, or he could not have told such a circumstantial story. While at Rupert's Bay Hudson did a little bartering with the Indians and so was the true forerunner of the "Great Company".

Many of our great explorers traveled there long to unravelling the mysteries of the Hudson Bay, but all with the same hope that they would some day find a passage to the Orient. In this they failed, but they did succeed in making a record of every turn in the shore line, part of which forms some of the northern border of New Ontario.

In 1668, the charter was given to the Hudson Bay Company by which they became the owners of all lands drained by the Hudson Bay "excepting such as might be the rightful property of some other Christian monarch". Our two Frenchmen, Groseilliers and Radisson came over with the first two boats, and the former landed with the one of which he took charge at the same southeast corner that had sheltered Hudson fifty years before. Groseilliers entered the river that discharged itself in the bay, the Rupert. The English in the party had no success in their attempts to trade with the Indians, but the Frenchman's long experiences stood him in good stead. By flattery and presents he won their confidence, and they agreed to bring him their furs in the spring. During the winter he made many trips into the interior, exploring and making friends and by the Indians, and in the spring of 1668 flocked to Rupert's River to trade with him. Thus was the exploration of the north region of our district commenced. In 1670 the two Frenchmen returned to the allegiance of France and explored on behalf of that government as far north and west as the Mayer River. About this time D'Iberville known as the "First great Canadian" went across from Quebec, overland to dispute the claim of the English to the coast territory. He went via the Ottawa, Lakes Nipissing and Abitibi and down the Moose River. Once more the original Indian trail proved the only one for getting across the country. The overland route is so much more arduous than the ocean trip, it has never been popular at any time consequently we have but few records describing that part of the country.

While the Chippewa Indians here have in possession of Northern Ontario from time immemorial they apparently followed another people as may have been descended from them though that is hardly likely These early people were generally known as the Mound Builders. The center of their activities was in the South Central States but remains of their work are to be found as far north as the Rainy Rives District where there are still to be seen conical mounds filled with human bones pottery and weapons. They probably also worked the copper mines on the north shore of Lake Superior and on Isle Royale. Their work indicates a very high standard of intelligence, determination and energy characteristics that were developed much more highly than with the average American Indian. Where these people came from, and why they went away and where to no one can tell, but it is probable that they were not warlike, and so were unable to meet the bloody hordes that pursued them. Whether or not it was the Chippewa that exterminated them, no one knows but our native Indians have always been good fighters and ready to hold their own. They have not indulged in wars to any extent, for their territory was very large and they were content to confine themselves to it. They never figured much in history for there is but what can be removed from the territory of early settlement by the whites, for them to make any part of our pioneer life. Their general relationship to the French was always friendly though the Thunder Bay Indians early found their way to the Hudson Bay for trading purposes and so had intercourse with the English rather than with the French. It was only when the Northwest and N.W. Companies came to Grand Portage and Fort William that these trade was diverted to this and the Chippewa belong to the Algonquin family and are closely connected with the Ottawa and Nipissings. The Ojibways occupy the more northern part of the country. They also have a fairly extensive legendary history but no attempt has been made to make a full collection of it. Many of their customs are associated with their wars with the Sioux who occupied the terr tory to the south and west. This warlike tribe tried to get possession of this part of the country and for many years they made regular raids, coming up from the neighborhood of what is now Duluth Minnesota following the inland lakes and rivers. They evidently got as far north as the present town of Sioux Lookout, as the name would indicate, and every now and then is disclosed the remains on rocks of some of their hidden signs. It is supposed that they met their final defeat about 1850 by the Chippewas in the neighborhood of Thunder Bay Dog Lake was the site of one of their great battles the success of which

was marched by the Chippewa in their making a great effigy of a dog, which still may be seen by those interested. Signs of these battles are to be found near Lake Oliver at Silver Mountain and on the Welcome Islands as well as in many other places. The Chippewa then having the country to themselves gradually deteriorated and their hunting life which necessitated such ground for but a large range of country tended to destroy tribal strength

It may be news to many to learn that there was ever a dispute as to whether this part of the country belonged to Canada, or to the United States and yet such was the case. The treaty of 1783 defined the boundary as passing through Lake Superior northward of Isle Royale to Long Lake and then through the middle of said long Lake to the Lake of the Woods The Americans claimed that the Kamlestiqua was the line meant, and that Dog Lake was intended when they said Long Lake. Had they won they would have got everything south and west of the Dawson Trail. I can across an old map the other day that shows Dog Lake as such so perhaps they had real grounds for their claim. The British on the other hand were ready to grant that the Pigeon River was might be meant though they claimed that the correct boundary was the St Louis River at Duluth and gave many very good reasons in support of their claims Of course we know that they finally decided on the Pigeon but with the understanding that the Grand Portage should be open to citizens of both countries Looking at it from the present one would naturally imagine that that was the only solution to the dispute but one might also wonder what would have happened to the posts at the Head of the Lakes if the site of Fort William had been acknowledged to be on American territory or if on the other hand, Duluth had been declared to be in Canada

Another boundary dispute was of even more importance to these parts, for the solution was not in nearly such doubt that was whether or not we belonged to Ontario or Manitoba We have all discussed the question of secession from Old Ontario but I may be news to you to learn that half a not been for the astuteness of Sir Oliver Mowat in presenting the claims of Ontario we certainly would have been a part of a western province instead of an eastern

When the Domin on of Canada purchased the rights of the Hudson Bay Company it naturally wanted to get all it could and was entitled to entrench on the boundary already claimed by Ontario, in fact the Dominion insisted that our two cities were outside the province of Ontario To solve this dispute it was necessary to find out just what the original

boundary of the French province of Quebec was, for it was evident that the Dominion in purchasing the rights of the Hudson Bay Company could have no claim to anything originally belonging to the French, and Ontario was only claiming that her northern and western boundaries were identical with those of France.

To find out what these boundaries were, it is necessary to go back to the squabbles between the Hudson Bay Company and the French fur traders. As you will remember the charter gave the former all the country draining into the Hudson Bay "that was not owned by some other Christian monarch". The Company's policy was to make the Indians come to them consequently they never went inland as did the French. The French on the other hand, went to the Indians, and soon had posts established all through the country as far west as the Saskatchewan and right to within sight of the Company's own houses, often, as while the English claimed the territory as far south as the height of land, the French were in actual possession. The French won out in the struggle and on January 20, 1700, the Hudson Bay Company agreed to the Albany River being the dividing line between their territory and that of the French. This was ultimately accepted, as Ontario's boundary to the north though not without a struggle, for in spite of that precedent, the Dominion had clung as long as they could to everything north of the Height of Land.

The western boundary was even more difficult to define, for here again Ontario fell claim to everything that was said to be the British Crown that was originally known as Quebec. As you will remember the continent was divided between the British territory of Canada and the French of Louisiana, the boundary between which being defined as the Mississippi River to its source, and then due north to the Hudson's Bay Company's territory. Part of this territory has now the boundary between Ontario and Manitoba, and the description of it accounts for the peculiar projection of Manitoba into what would seem should belong to us.)

The Treaty which wound up affairs between England and France after the fall of Quebec defined the western limit of Canada as a line due north of the confluence of the Ohio and the Mississippi Rivers. This line was ten and a half miles east of Port Arthur and was the boundary of Manitoba as claimed by the Dominion in their act of 1881. There was another boundary that the Dominion was prepared to accept namely conformance to the Height of Land Thus would have given our two cities in Ontario, as that line is about sixty miles west. From 1870 to 1884 there were arbi-

fractions and appeals to higher courts but finally in 1889 the northerly and westerly boundaries were definitely set forth as they are to-day It was not plain sailing the pol fic and that the disputes were taking place Kenora became a bottleneck of communication and at one time there were officials from both Manitoba and Ontario all making the night to jurisdiction The premier of Ilowa was in constant trouble in regard to titles to lands and in order to be sure had to take out two titles one from the Dominion and one from the Province

Undoubtedly, Ontario was on the right on her claim to this part of the country and a fact she might well have claimed much further west than she did for the French were really in possession of the western fur trade to a much greater extent than was the Hudson Bay Company and we are at times of the Twin Cities might well wonder if it would not have been to our advantage had the decision gone the other way As a sea port for the province of Manitoba we would have received much more consideration than we have ever had from Old Ontario

The history of New Ontario from nineteen hundred to the present has been quite as full of romance as that prior to that date But dealing as it does with an entirely different phase it could better be included in a paper discussing our commercial development. That story however would not be complete unless we had information in regard to the past, for the success of Future New Ontario was undoubtedly foretold when those doughty old explorers decided that the wealth of the west was only to be fully enjoyed by using as a connecting link, New Ontario

THE UNVEILING OF THE HISTORIC CAIRNS

(From the Times-Journal)

Sept. 16, 1926 will be recorded as an epochal date in the annals of this region surrounding Thunder Bay. Formerly well versed, locally and authentically that on has day two strikes of granite, stone and bronze monuments to adventurous men of the past and to events of paramount historical interest not only of local but of national significance were unveiled in the presence of a distinguished gathering of lake head people many of them pioneers of a score half a century of residence here. Ceremonies of an impressive character and addresses in which the eloquence of the speakers was matched with material of great historical interest made the day at the Double memorable one long to be remembered here.

The first of the two cairns, erected by the department of the interior of the Federal Government upon the recommendation of the Historic Sites and Monuments Board was unveiled at Point de Meuron on the Kaministiquia River a few miles from the city limits of Fort William a spot of great natural beauty and for ages the meeting place of primitive travel and traffic of the aborigines all the great plains and the Great Lakes, and the hardy explorers, traders, adventurers and pioneers who came after them. The ceremony took place at 2:30 on a lovely autumn afternoon.

The second cairn was unveiled at 4.30 in the North Park, West Fort William to commemorate the turning of the first sod of the two great railways, the Canadian Pacific Railway and the Grand Trunk Pacific Railway

At both ceremonies Mr Peter McKellar most distinguished pioneer and his sister Mrs Deacon officiated at the unveiling With them were other pioneers of long residence at the Head of the Lakes. Among those others who attended the two ceremonies were Mayor Joseph E Cawford Dr James Coyne of St Thomas, representing the Historic Sites and Monuments Board Rev Robertson, A. F Hawkins, John King, Rev D McIver G R. Duncan, C H Phripel, Hon Dr R J Manion M P P J O'Brien president of the Canadian Club Dr C C McCullough president of the Fort William Board of Trade Miss M J L Black president of the Thunder Bay Historical Society Roy Rawlings, Capt J W Cowan, Capt Jessie McConnel, W A. Armstrong and E. Laugfeld members and secretary of the Fort William Parks Board William Edwards Parks Board Wilfred Weber Dr W S. Pickup, C W Jarvis, Rev Joshua Dyke Mrs George

A. Graham, Robert Weigand, Col. A. C. Young, William Webster, secretary of the Fort William Board of Trade; William Skene, E. H. Wood, principal of the Collegiate Institute, and members of the staff including M. L. Cornell & L. McLaren, Miss Tilton, English specialist; Donald Murie, assistant city clerk; many prominent Fort William women and a throng of other citizens, augmented at the latter unveiling by a host of school children.

The inscription on the tablet set in granite reads that form the substantial monument at Point de Meuron tells in brief the natural significance of the spot on which the cairn stands. It reads:

Kaministiquia Portage.

Le Poste D'Atterrissage des canots, commencement de la longue portage vers le Grand Ouest, fut connu par les Indiens pendant des Siecles, par Jacques le Noyon, en 1688, puis par les decouvreurs, explorateurs et commercants, Francais, Anglais et Canadiens.

The canoe landing, the beginning of the long portage route to the Great West, was used by the Indians for ages, by Jacques de Neyon in 1688, subsequently by French, English and Canadian discoverers explorers, and traders. Was donated by Lt.-Col. Samuel Crawford Young. Erected 1927.

Mayor J. H. Crawford acted as chairman of the ceremonies which opened with a prayer by Rev. Jas. Dyke, minister. The mayor in a brief speech, dwelt on the glories of past centuries, as it paid a glowing tribute to the brave and adventurous explorers who followed the Kaministiquia river this route in the age. Also it was pleasant to send to have so many pioneers present for they represented a storehouse of historical data that should serve as an inspiration for the younger generation. He congratulated the gathering on being represented by the federal government. Hon. Cash note of such events for this monument" he said "will stand for ages to tell the story of bravery and heroism of hardy pioneers generations ago."

Miss Mary J. L. Black president of the Thunder Bay Historical Society then read a resolved The cairn, she said, was erected in honor of explorers, traders and Indians, primarily the Indian aborigines, through whom she declared Canada was preserved for the Empire. We owe a great deal to them, she said. On behalf of the Historical Society she welcomed the gathering and asked their help in preserving old pictures and print of this region historical data, or other matter that may prove of great value to the Society.

As Miss Black concluded the prow of a canoe was seen pushed above the bank of the Kaministiquia and in a moment a voyageur came into sight clad in picturesque costume of

years ago. He carried his frail craft into the enclosure surrounding the cairn, partially upturned the canoe, opened his blanket beside it, pulled his tent over the craft, and with the aid of his axe made a cosy retreat for the night. The act was taken by Cornet Morse, who revealed to the gathering how centuries ago adventurous spirits may have sought succor for the night on that self same spot.

Col. S. C. Young was introduced as the donor of the site on which the cairn was erected.

"We stand to-day on historic ground," he said. "A spot that links the present with the dim and romantic past, while its picturesque voyageurs, explorers, soldiers and missionaries, who before the advent of the great Transcontinental Railways passed to and fro over the 'Long Portage'." The speaker recalled the discoveries of Duluth and the exploration of Jacques de Noyon who passed over the site of the cairn in 1688 in quest of the great inland sea, thought to lie in the west. He returned without realizing his dream. No white man followed him until the arrival of Frederick Mackenzie in 1793, who as North West Company man traversed the route in an endeavour to replace the route formerly followed via the Pigeon River. Then followed legions of traders, explorers, soldiers and missionaries. How long the route was used, the speaker would not venture to hazard, but there was one thing that pictured can be seen of that the character of the stout hearted man who penetrated the Great Waters of the Northland were of a type that has contributed in no small measure to the building of the Canadian nation; a stalwart, courageous, far-seeing people. Colonel Young also recounted other interesting associations with Port de Mercure, Lord Selkirk's pioneers there in 1818, of Lord Milton and Dr. Cheadle's famous explorers in 1870 and Lady Milton, of the birth of the present Lord Fairweather. The early road to many of the mines crossed the river at this point.

There was a solid contingent of sophisticates as Peter McKellar first discoverer of gold at Ombabika, explorer of note, and one of the earliest builders of Port William, rose to address the assemblage. Despite his venerable age, he stood firmly and in a steady voice expressed his delight at being present to such a momentous occasion. He said the fitting tribute had been paid to the traders and explorers of decades ago and recounted some of his own experiences also from memory's storehouse over the same route many many years ago. Many appeared affected at hearing this aforesaid personage and there was no doubt as to their affection for the pioneer as they applauded his concluding remarks.

Capt. J. W. Cousins, 82 years young, smiling vigorously was loath to make an address, his answer being that "I might spit, my mate bites". Everyone roared. Pressed he gave inand standing before the historic cairn, confessed that this was the first occasion in 80 years on which he was called upon to speak. More than sixty years ago, he said he accompanied a detachment of the 60th Rifles up the Kam River with 30 guides. It took nine days to go from the mouth of the River to Kakabeka Falls, much too long. That they could not handle the boats," he explained in concluding, he said that a cairn might well have been placed at the Falls, because one and all had to portage there, whether they liked it or not. A remark that drew laughter from everyone.

The last speaker was Doctor James Coyne of St. Thomas Ontario, who represented the Historic Sites and Monuments Board. In a brilliant address literally crammed with important data, he told of the important part played by canoe in the destiny of the nation Dr Coyne said his first visit to what is now Fort William in 1904. There were but three houses on the bank of the Kaministiquia R. one owned by McKellar household, on the other the McVicar household. He paid a glowing tribute to Peter McKellar "one remarkable and esteemed citizen and public benefactor, founder of your society, president for many years and now its honorary president. For more than sixty years he has been a part of the history of this region. It has been my good fortune to have known him ever since my first visit here in 1904 and I know whereof I speak. I am sure that we are all one in the hope that he may be long spared to the community he has so long adorned. In explaining the work of the Board he said that there were certain rules to be followed. Historical events came under three chosen phases of love of country, those of provincial importance, and those of national importance. Indians, as a race and as many events came under the federal classification. Also it was the aim of the Federal government to mark the farm sun of every great portage route, the forerunner of which was the Kam Portage. These stones and tablets are intended to mark the national historic importance of your noble Bay and River" he said. For again the Kam Portage was used, how long ago he could not tell. Perhaps millions of years ago, mountains declined through the severities of climate or recent years. Water for thousands of years provided transportation, and for ages a system of transportation much of the Indian was the birch bark canoe. It carried the ground to inhabitants and their primitive belongings. He recounted in history recalled the major events including Fort de Meuron with the past up until the present. He said that

It was not his purpose to enter into a history of the great railway companies, that followed Fur trade trail, was in fact the late homely and unromantic of nature's wonderful highway of past ages. Everyone who heard him joined in a unanimous condemnation of spitalmus. Space does not permit giving Dr Coyne's address in full.

At his direct...Peter McKellar with Mrs. H. Bruce gently pulled the cord that let fall a huge Union Jack draped over the cairn, exposing the tablet. The Flag was loaned for the occasion by W. M. Patterson. As the Flag fell to the cairn's base all joined in God Save The King.

From Point de Meuron automobiles conveyed to gathering to Heath Park where the second cairn commemorating the turning of the first sods of the C.P.R., and G.T.P. Railways was unveiled. Inscribed on the tablet were the following significant paragraphs. "The mouth of the Kaministiquia, for ages the gateway to canoe traffic with the interior. Became later the lake port terminal of great Transcontinental Railways. The first sod of the Canadian Pacific Railway was cut by Adam Oliver, M.P.P., on the first of June, 1875. The first sod of the Grand Trunk Pacific Railway was cut by the Right Honorable Sir Wilfred Laurier, Premier of Canada, at the Canadian Pacific Crossing on the 11th of September, 1905. The first grain from the west to reach Fort William, arrived in 1883, and was loaded with wheat harvests into the steamers for the east."

The gathering was concluded in one by many more residents when ceremonies were opened by a prayer by Rev. D. McIvor pastor of First Church United In another brief and interesting address, Mayor Crawford as Chairman paid tribute to the founders of the railway systems. He introduced A. J. Hawkins terminal superintendent of the Canadian Pacific Railway as the first speaker Mr Hawkins recalled the events of that momentous date in Fort William's history when the first sod of the C.P.R. was cut by Adam Oliver the ceremonies preceded over by D. D. Van Norman at the gala day celebrations in the town. In brief he outlined the history of the great railway of its part on the political history of Canada of the obstacles faced by its builders, how they conquered almost insurmountable barriers, to fit nately give to the Dominion one of the greatest transportation systems in the world He paid tribute in the words of Sir John A. Macdonald to the genius of George Stephen (Lord Mountstephen) and to all the early founders and builders of the railway

He was followed by R. S. Richardson terminal superintendent of the Canadian National Railways, Fortified with volumes of authentic data, he dealt largely with the corre-

monies in connection with the turning of the first sod of the C P R Railway here, Sept 11 1906, by Sir Wilfred Laurier Local men who played a part in the events included C H Jackson, C W Jarvis, L L Peters, Mayor E S Rutledge S C Young A Macdougall Dr Hamilton James Murphy Dr Small, Rev Fa ha Arpin, F S Morris, E A Morton G A Knowles W Stephenson, W F Hegarty John King many of whom have since been called by death To tell of the receptions given Sir Wilfred of the long line of carriages, thirty-six in number, flanked by collegiate cadets, and headed by the Fort William band that made up the procession that journeyed to the scene of the ceremony in addition a train of fifteen coaches and street cars carried thousands of residents to the spot All three forty-acre school Monday afternoon, Sept 11 1906, with a silver spade now possessed by S C Young the Premier cut the first sod Mr Richardson recounted the growth of Fort William in popula ion and in industry since that time

He was followed by Captain McCausal of the S S Assiniboia who delivered an extremely interesting address on the early days of navigation to the Head of the Lakes.

Dr Coyne again spoke somewhat along the lines of his previous addresses.

The ceremony closed with Peter McKellar and Mrs Duncan unveiling the monument as the gathering sang God Save the King

The work of veiling the cairn was in charge of E Bass

DINNER IN HONOR OF DR. JAMES COYNE
SEPT 18, 1928

(From the Times-Journal)

A delightful informal dinner party was held last night at the Arthur Hotel under the auspices of the Fort William Historical Society in honor of Dr. James Coyne, following the unveiling of the historic monument here. Miss M. J. L. Black, president of the society presided with the guest of honor at her left hand, and after coffee had been served called upon a few of the local guests to speak before Dr. Coyne the speaker of the evening.

A. J. Freeman responded to the toast of the Railways and spoke of the fulfillment of the prophecies of the Fathers of Confederation regarding a route from ocean to ocean but he said the end of railway travel was television would soon bring all the scenery that is now wasted by rail to a man sitting in his armchair at home.

G. R. Dawson replied to the toast to Industrial Fort William, pointing out the great fundamentals for industries possessed by this city in raw material power transportation, and water supply.

The toast of the Historical Society brought forth the King to his feet, who said that the members of the society were not as numerous but were made of good stuff. Dr. Coyne however had shown them that they still had a story to learn about their own surroundings. He ended by giving personal recollections of his own connection with railway building in Canada.

In commencing his address, Dr. Coyne extended greetings from the Algoa Historical Society to the Thunder Bay sister. Their was one of the earliest societies organized, antedating even the provincial society. Dr. Coyne added that the Thunder Bay Society is one of the best known in Ontario, and its present Miss Black and its past President Peter McKellar have a name and fame not confined to Fort William. An interesting feature in this speech was the reading of a letter written by Dr. Coyne during a visit to Thunder Bay as the Chiefs Capt. McGregor in 1871, just after the passing through of the Red River expedition. One of the prominent objects at Prince Arthur's Landing was the stockade built by Wolseley's soldiers with in the Chiefs land to shelter outside the base at the mouth of the Kam River and deliver the cargo by boat. Thus, said Dr. Coyne, I am one of the oldest of old timers in Fort William. He also recalled a later visit to Fort William, when he and his friend were walking be-

tween two strings of box cars in the yards, on their way to the hotel when they were suddenly met by a roaring elephant, and quickly took shelter between the cars. Presently they met a man who calmly asked if they had seen an elephant, as of they were native to this town. It had escaped from a circus and was later found in red on the way to Fort Arthur. In conclusion the speaker hoped that both the citizens at the Head of the Lakes would realize there hopes for the future.

The list of guests were as follows: Miss Black, Dr. Coyne, Mrs. M. Deacon, Mrs. G. A. Graham, Mrs. R. F. Jarvis, K. S. Richardson, Mr. and Mrs. C. W. Jarvis, Mrs. C. R. Kinkup, Miss Charlotte Worgand, Miss Pamphylon, Mrs. N. A. Archer, Mrs. J. A. Clark, Miss Leonore Clark, Mr. and Mrs. A. J. Boreham, Mr. and Mrs. S. C. Young, Capt. McConnel, Miss Leila Pritchard, Mr. and Mrs. G. K. Duncan, Mrs. A. D. Stewart, F. P. Duncan, Miss Mildred Turner, Mrs. A. F. Crews, Mrs. E. G. Copping, Miss Marjorie Copping, John King, Miss Robin and J. S. Lumley.

A WEEK ON LAKE SUPERIOR
(in July, 1871)

BY J. M. OGDEN

(From the St. Thomas Journal, 1872)

Thunder Bay is about 25 miles long and 15 miles wide, and its whole expanse can be seen from the deck of the steamer just west of us, as we lay at anchore (July 19, 1871), were the Fort, mostly above, and the cluster of new frame houses which is called Prince Arthur's Landing. The houses are between thirty and forty in number, nearly all of which have been erected within the last year. The village is the terminus of the Dawson Road leading to Fort Garry and seems bound to go ahead. A few miles to the south of us, opposite the mouths of the Kaministiquia, are two pretty little wooded islands called Welcome Islands. Ten miles further north we see a number of high rocky islands running off in a south westerly direction from Thunder Cape. Just across the entrance of the Bay is the fantastic Pie Island range miles long and five miles wide, and very lofty, for it rises extremely being a mountain perfectly round, with its walls rising perpendicular on every side to a height of 1,200 feet. This mountain is called the Pie, from its resemblance to shape to an enormous meat pie. Through the gaps between the islands is plainly descried the Sapale 40 or 50 miles to the north of us. Directly across the Bay 25 miles distant from us, Thunder Cape presents precisely above every other shape on eight projecting the appearance of a gigantic fortress rising gradually from the point opposite Pie Island by six or seven steps, each upwards of two hundred feet high, to an elevation of 1850 feet above the lake. On its northern side the mountain breaks off rather abruptly and is succeeded by a lower range of mountains which wall in the picturesque bay as far as the eye can reach. Westward from Pie Island and just back from Fort William, we see McKay's Mountain an extensive plateau rising precipitously from the river bank to the height of 1,000 feet. Behind this again is mountain after mountain running off to the west, until they are lost in the distance. The whole view from Prince Arthur's Landing is one of magnificent grandeur.

During the morning a number of us embarked in a small tug commanded by an Indian captain, for Fort William. This is situated on the north bank of the Kaministiquia River about a mile from its mouth and comprises but one or two houses besides the Hudson's Bay Company's fort and store. Opposite on the south bank, we observed an Indian village of bark wigwams and canvas tents. The Indians of this region

are much darker than those of the Thames and Grand Rivers Scores of names were drawn up on either bank, and as the river were several manned by their swarthy owners. The regular Chippewa salutation in a corruption of the French Bon Jour, and when we shouted it across the river to the occupants of the wigwams, they answered it heartily laughing as if they considered it a good pun. The river is one of great beauty, having bordered with lovely green meadows and long-rimmed trees, which sometimes seem almost to shake hands across the narrow water The banks are low, flat, and exceedingly fertile All sorts of grain are cultivated with good success in the moist valley When the canal bar at the mouth of the river is dredged out the steamers will be capable for the very largest lake vessels in a distance of twelve or fourteen miles. We walked about a mile up the river from the Fort admiring the heavily laden timber, the graceful grasses, the rich fields, and the frowning mountains but the extreme heat of mid-day and the musical familiarity of the black flies, which would insist on favoring themselves with our notice compelled us to retrace our steps to the Fort, where we again went on board the tug and returned to the Flowers. After dinner I went ashore at the Landing. Here, and also at Silson Inlet settlement Messrs. Hazlewood and Sons of Walkerton, have each shed themselves in business as general merchants and been successful well in their enterprise The only object of special note at the Landing is a storehouse, built by the Red River Expeditionary Force last year as a storehouse It reminds of an earth-work guarded with palisades, and surrounded by a moat All is quiet we weighed anchor and steamed to the mouth of the Manitouqua, where we again anchored for three hours, whilst a small boat was sent up to Port Wallace for the mails Meanwhile we witnessed a very heavy shower or the duration of Pie Island though not a drop fell on our neighborhood and the gorgeousness of the sunset was rivalled by the strange beauty of the rainbow between us and the Pie the brilliant variety of colors in the rainbow being a fine contrast with the black mass of beach in the foreground At last about 8 p.m., we started on account for Duluth. Passing by Welcome Island we had one of the grandest views imaginable Thunder Cape had changed as much as if by magic and now looked like the extended body of an enormous giant lying on his back with arms folded on his breast, the round elevation to the north appearing to be the head. Far in the north was the long array of mountain bluffs extending one after another all around the bay Numerous fires in the woods along the shores cast a smoky haze around their immediate neighborhoods. Westward, Prince Arthur's Landing nestled at the foot

of a range of mountains, which had been hidden by the woods when we lay near the village. Southward, between Pie Island and Welcome Islands, was a long vista, extending towards Pigeon River, of lofty islands and mountainous shores of grandiose rocky bluffs, and dark, receding coves, full of a solemn grandeur which filled one with awe and reverence and wonder, while overhead the clouds marshalled their forces blank and threatening as of old to storm the great Thunder Cape with all the artillery of heaven. Far to the southeast lay Sleeping Giant, weird in a dim haze of blue slumbering peacefully on the bosom of the mighty lake. It is said that on the top of the three highest mountains of Thunder Bay there is a lake of clear water large in size, and of great depth. The Indians have a legend that the thunder and lightning make their home on Thunder Cape where it hatches the lightnings. They say here a thunder storm on the Bay is something terrible. Grand rock mountains sending back the thunder peals in deafening reverberations. But the sight of a storm was denied us, for the clouds swept by and left the sky clear again, and soon we were on the broad bosom of Superior with the dark mass growing thick around us, and the cold wind blowing across the water.

ADDRESS OF JAMES H. COYNE AT FORT WILLIAM ONT SEPT 18, 1922

BY THE UNVEILING OF THE CAIRNS IN HEATH PARK IN THE CITY AND BY THE KAMINISTIQUIA PORTAGE

On mote donated by Lieut-Col. Samuel C. Young and the City of Fort William respectively these cairns have been erected by the Department of the Interior for Canada upon the recommendation of the Historic Sites and Monuments Board which I have the honor to represent and I bring you their greetings, firstly to The Thunder Bay Historical Society for undertaking the programme for the formal ceremonials, and the City of Fort William for its hearty co-operation, and also to the sister city of Port Arthur whose kindred cairn has already been dedicated T ese stones and tablets are intended to mark the national h storic importance of your noble bay and river Your Historical Society has done much to preserve and transmit their story to future generations Its work is entitled to public recognition and appreciation and the gratitude of this and future ages. It is fitting on this occasion to offer special felicitations to your venerable and esteemed citizen and public benefactor founder of the Society President for many years, and now its Honorary President, Mr Peter McKellar For more than sixty years he has himself been a part of the history of this region It has been my good fortune to be i known him ever since my first visit e Fort William in 1871 and I know whereof I speak I am sure we are all one in the hope that he may be long spared to the community he has so long adorned

The memorial erected at Fort William twelve years ago through local effort commemorated famous explorers. It is a connecting link between the cairns which engage our attention to-day These mark the oldest and the latest phase of your local history

At Fort de Mesnon for countless ages was the meeting place o pe natives around and traffic of the aborigenes of the great plains and the great lakes. Such e place of meeting the Kaministiquia River remained after the coming of the French and then the British explorers and traders, with little or no change in its main significance, until a time within the memory of persons here present.

For with the coming of the first rail at Fort William of the Canadian Pacific Railway in 1875, and of the Grand Trunk Pacific in 1906 came a new world, the modern Canada.

This Canada of ours, with its marvellous transportation systems, opening up the great wheat belts of the plains, and later the mining areas of the pre-Cambrian belt, and the vast forests of Ontario and British Columbia, linking the commerce of the world and constructing in their main trunk lines, two of the greatest of the world's highways, while these branches, like a huge net-work cover half the continent, the rapid a national development within the compass of a single life is perhaps unequalled in the annals of time. The importance of the Kaministiquia and Thunder Bay in Canada's development could not be more clearly indicated than by the fact, that here were begun the trans-continental transportation systems of each dictinctly national and international significance.

Who discovered Thunder Bay and the Kaministiquia River? Probably the brothers-in-law Medard Chouart des Groseilliers and Pierre Esprit Radisson, both young coureurs de bois, coming across the lake from the southwest. Trading among the Sioux, the deadly enemies of the Ojibways, who occupied the North shore, they had persuaded them to agree to a peace. The Ojibways received the Frenchmen with great rejoicings, arriving at a bay, perhaps near where we are gathered, the peacemakers were carried in triumph on the shoulders of their hosts, seated on their canoe. Like a couple of ogres in a fairy-tale, to our Anishnawbe-wag quaint phrase, Welcome Thunder Bay!

The first map of Lake Superior was the dramatic map of 1671. It shows a fair representation with Thunder Bay. The three mouths of the Kaministiquia are clearly indicated, together with the beginning of the long portage and its estimated length. On whose information did the shrewd Jesuit Nicolas Perrot, who engraved the map, work? Probably on his own. Another source is suggested. We may reasonably infer that the two coureurs-de-bois were here in 1667, first of Europeans to penetrate the Bay and River and perhaps also first to use the portage.

Possibly a year in this bay also that they gathered to gether the 400 Cree canoes, loaded with furs for Three Rivers, whose assemblage is noted by Radisson. Many picturesque pageants cross the pages of the bay's history.

The first European settlement at Fort Williams, if it can be so called was the trading post established by Dollier in 1672 at or near the mouth of the Kaministiquia. Doubt has been thrown upon the identity of the river mentioned by him, but it may be reasonably accepted that he intended the stream still known by the name. The best part of the fur trade was being retained by the newly formed Hudson's Bay Company. The situation was urgent. The Indians must be intercepted on their way to the great bay and encouraged to come to the

Lake it chain of posts between the lake and Kinbow Bay was accordingly established by the French in 1678 then, may be dated the beginning of the Port Grant of Thunder Bay as a trade centre, about 250 years ago.

The post was removed from time to time. It became Fort Kaministiquia in 1688 under Jacques de Noyon and 1727 under Zacharie Robutel de la Noue From the head of canoe navigation on the river the long portage and more west to ran towards the western plains by way of Dog Lake although there were doubtless several trails with the same general direction and object.

Before the end of the 17th century a method to a not temporary written no less than 3,000 feathers trappers and their families were spend of on the Kaministiquia Fork which had already become the chief entrepot of the Northwest for trade

Noyon in 1688 or afterwards, was probably the first Europeans to travel over the long portage from the Kaministiquia to the Lake of the Woods and perhaps beyond.

A generation had passed before a other famous rival trade route became known to the French voyageurs for a time that by Dog Lake

It was about 1722 that the Grand Portage from the Pigeon River began to be commonly used. But from time to time the old route was still followed as by the celebrated La Verendrye and his sons in 1731. With the conquest of Canada in 1759 the fur trade passed to the British Montreal merchants, immediately began to take open the French Canadian traders and voyageurs and to spread them further and farther even the Northwest. A number organized themselves into companies such as the Northwest Fur Company and the X Y Company The rivalry for possession of the trade grew more and more acute the Hudson's Bay Company also entered the competition more widely throughout the West and the competing companies building post by post also by side of many points.

The American Revolution had its effect upon Thunder Bay The Grand Portage was no longer exclusively British. Accordingly the Northwest Company transferred its headquarters to the Kaministiquia River and built Fort William, famous in history Then the long portage remained in unsmall importance. It would be a long and extremely interesting story to tell of the boisterous rollicking at the Fort of officers and voyageurs from Montreal with the Northwesters from the plains. The Northwesters lived on corn meal and water alone and scorned the effeminate voyageurs, the mangeurs de lard or pork-eaters who mixed pork with their corn

to make it palatable. The rivalries of the great dining hall at the Fort have been so fully described by Washington Irving and others as to require no further mention by me.

Now can I dwell upon the Red River troubles of 1815-16, the rival forts, the vicissitudes of their bitter, oppressive and bloody warfare, where Winnipeg now stands. I can only mention the struggles of the afore-named and unfortunate Earl of Selkirk; his bartering to the defence of his settlers on Red River, his capture of Fort William, and arrest of its officers, his construction in 1817 of the Hudson's Bay Fort at Point de Meuron, where the long portage began. his winter camp there with his armed force of 200 men, largely of the de Meuron regiment, whose camp was given to the Earl, his subsequent misfortunes and early death. In Highland settlements in old Orkney, the tragic story is still told of the trials and sufferings of the Selkirk settlers on the long, long trail from York factory to Red River, and again from Red River to Aldborough, Chippewayan and other Posts settlements a hundred years ago.

But the Red River was ended from exhaustion, and it was here, within the walls of Fort William, that peace was made and the North West Company was finally amalgamated with the Hudson's Bay Company in 1821. The story of the amalgamation may be read in full in the valuable publications of the Thunder Bay Historical Society.

Thenceforward the history of the long portages is pessimal enough for nearly half a century. The story of their use was that of the Hudson's Bay post everywhere. At certain times of the year as in the old French days thousands of Indians, traders and voyageurs might be seen around the fort. The river and bay were covered with birch canoes. Indians of various tribes gaudily painted in white, black and red vermilion, wielded their bark paddles in their canoes or squatted lazily around the fort. In the great hall traders and voyageurs held high revelry to be removed by the chief traders at Beauty Hall when the Hon. John Hamilton arrived in Montreal. Otherwise life was quiet enough. There was no daily mail. The first mail from Canada consisting of two letters and three papers arrived in 1858. The Resolute, one of the first steamers to enter Thunder Bay brought it. Prior thereto letters came by way of York Factory from England, once or perhaps twice a year.

It was in 1849 that Simon J. Dawson began construction of the Dawson Road to Lake Shebandowan. Then, the first road to the westward facilitated the transportation of Col. Garnet Wolseley's Red River Expedition in 1870 when 1400 men with 84 bat traversed the 6 miles to Fort Garry with

a rapidity that amazed military men, and speeded that great leader (afterwards Field Marshal Lord Wolseley) on the road to fame and fortune in his chosen profession. By that road from Prince Arthur's Landing later sailed Port Arthur immigrants bound westward made their way to Port Harry and Winnipeg until the completion of the Canadian Pacific Railway to Winnipeg sat-tered at no longer necessary for the purposes for 1881. Fort William ceased to be a trading post of the Hudson's Bay Company and the history of the long portage came to an end.

It is not my purpose to enter into the history of the great railway companies, great as is that record of masterly conception, daring adventure, skilful organization engineering genius and administrative and ultimately financial success. My main task was to tell the story briefly and succinctly of nature's wonderful highway of just ages existing beyond the range of historic record down to a time within the memory of some of us now here, until superseded by the wonderful achievements of the 19th and 20th centuries.

For ages the one system of transportation north of the lakes was by birch bark canoe. It served the primitive Indian hunter and their primitive belongings. Their journeys were of necessity directed along the waterways and by portages over short or longer connecting links. Amerson as one vast network of innumerable lakes, great and small and branching streams almost interlocking each other. For many thousands of miles or all, these are navigable for vessels of varying draught. Pressure ridges great or less water and glare ice are comparatively recent times, these journeys and travelling were mainly by water. Alike for deep and shallow for carrying round falls through woods and over stony and rocky paths, for riding the waves and avoiding the rocks of lake and river, for running and steamming rapids a special type of boat was required For the purpose nothing devised by man has equalled that marvel of design and construction, of lightness and strength of grace and beauty the birch-bark canoe of the Algonquin races.

Champlain discovered its necessity in 1608 at Montreal, when he vainly tried to ascend the Lachine Rapids, and made up his mind to trust to the canoe for further discovery and exploration. Since then, what has the canoe achieved? Let me briefly enumerate

Through the alliance with the Algonquin races, the French acquired a monopoly of the birch canoe With its aid and Algonquin guides, the French were enabled to be the first to discover and explore the North American continent along

the great river systems east of the Rockies, including the St. Lawrence, the Mississippi and the upper stretches of those discharging into Hudson's Bay

Thereby they differ to the dismissive of the French monarch as well the vast river basins as the western prairie lands, while the English were still confined almost exclusively to the comparatively narrow strip between the Appalachians and the sea.

Through the birch canoe the valuable fur-trade became the monopoly of the French until the coming of the Hudson's Bay Company. That great English Company owed its origin to the suggestion and assistance of Chevaret and Radisson, who had formerly their own king and gone over to King Charles II. of England, carrying with them their knowledge of the upper country around Lake Superior and their experience of Indians and Indian ways of trade and barter. With the aid of the canoe, French and British in succession penetrated to the remotest parts to the Rockies, the Arctic and Pacific Oceans, and planted their forts or trading posts in every important centre of native travel. Through this form of communication the British title to the northern half of the continent became complete through seizure by the French king of his rights in 1763.

Through the canoe, missionary enterprise accompanied or followed the traders and natives throughout the west and northwest; to the limits of human habitation, communication was maintained between the scattered trading posts and the central administration in London, and the flag and laws and allegiance of the empire were carried to the most distant regions opened to trade.

But the northern half of the continent remained isolated in sections from the Thirteen Colonies, a separate racial, political and religious entity. The American Revolution left it still in touch from choice, and turned historical tradition and experience first for the previous occupation of the north west, it is more than possible that the United States might have claimed and held sovereignty of the Pacific Region would have lost her transcontinental communications. The British empire, as it exists, would have been an impossibility Imagination may extend indefinitely our national individualness to the birch canoe

In any case, it is to the birch canoe that the early discovery and exploration of your river and bay and of the Great Plains beyond was due The portage was the "carrying place" of the canoe and its burden. And so, in commemorating the carrying place we are paying a belated honor to that lightest, most beautiful and most graceful of water conveyances, the birch-bark canoe

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THE THUNDER BAY HISTORICAL SOCIETY

Eighteenth and Nineteenth Annual Reports

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PAPERS OF 1926-27 AND OF 1927-28

ORGANIZED IN 1908

THE THUNDER BAY HISTORICAL SOCIETY

Eighteenth and Nineteenth Annual Reports

PAPERS OF 1926-27 AND OF 1927-28

ORGANIZED IN 1908

CONTENTS

Officers of Society
Financial Report
President's Address Mrs. Peter McKellar 7
Sketch of Peter McKellar F G S by Mrs F N Sherk 9
Shipping on Lake Superior by Capt. Jas McCurrael 11
First Presbyterian Church by Rev D McIver 21
Do You Remember? 23
Lost Mine of Silver Islet by Richard A Haste 36
Canadian Pacific Railway Construction in 1883 by John King 44
First Things in Port Arthur by Mr F S. Wiley 50
When Fort William Was a Capital 52
Early Days at Fort Garry by John Christie 54
Nanabo Zhoo the Mighty Man, by Ivan Swift 56
The Mountain Chapel by Miss Eugene Robin 60
Reminiscences of a Vagabond by Fred Dela Fosse 62
John McIntyre by his daughter Miss Annie E McIntyre 76
Place Names by various writers 80
Indian Legend of Loch Lomond by Miss E. Robin 84
North American Indians by Mr N M W J Mackenzie 87
Spirit of Thunder Bay by the late Mr W W Vickers 89
Women Who Were at Fort William 1855578 by Miss Annie E McIntyre 91
Les des Mille Iles by A Bystander 93
Lake head Cities of Thunder Bay by the late W W Vickers 95
Canadian Pacific Railway by Mr A F Hawkins 106
History of New Ontario by Miss M J L Black 112
The Unveiling of the Historic Cairns 122
Dinner in Honor of Dr James H Coyne, Historic Sites and Monuments Board 128
A Young Man's Impression of Thunder Bay in 1871 by Dr Jas. H Coyne 130
Address at the Unveiling of Cairns by Dr Jas H Coyne 133

THUNDER BAY HISTORICAL SOCIETY

18th and 19th ANNUAL REPORTS

OFFICERS

Honorary President

Right Honorable Sir George E Foster

Honorary Patron and Patroness

Mr and Mrs N M W J Mackenzie

President	Mrs. Peter McKellar
Vice President	Mr C W Jarvis
Secretary Treasurer	Miss M J L Black

Executive Committee

Mr J I n King Miss Robin Capt McCannel

Mrs. G A Graham

Auditors

Mrs. C W Jarvis and Miss Pamphylan

TREASURER'S REPORTS

Receipts 1926-27

1926		
Nov. 1	Balance in bank	$43 90
	D. W. Vickers	5 00
	J. C. Perry	1 00
	Mr and Mrs. McKenzie	3 00
	Capt. McCannell	1 00
	Miss Stafford	2 00
1927	Mr. V. G. R. Vickers	2 00
	Miss Black	1 00
	Mr and Miss Copp	2 00
	Mr and Mrs McKellar	2 00
	Mr and Mrs. John King	2 00
	Miss Robin	1 00
	Mr and Mrs. C. H. Philpot	1 50
	Capt McCannel	1 00
	Mrs F. A. Sibbald	1 00
	Miss Pamphylon	3 00
	Mr J. C. Perry	1 00
	Mrs W. J. Hamilton	1 00
	Mrs Kirkup	1 00
	Miss Weigand	1 00
	Mr G. H. Armstrong	1 00
		$77 40

Disbursements 1926-27

C.N.R. Express	$11 34
Postage	2 00
Times Journal	6 30
Canadian Historical Association	10 00
Lavery for carriage	5 00
	$34 64

Receipts 1927-28

1927	Balance	$42 30
	Mr D. Smith	2 00
	Miss E. G. Jones	1 00
	Mr and Mrs McKenzie	1 50

1928		
Apr 2	Mrs Copping	1 00
	Miss Robin	1 00
	Mr and Mrs A F Hawkins	2 00
	Mr and Mrs G R. Duncan	2 00
	Mr F T Duncan	1 00
	Mr and Mrs John King	2 00
	Dr and Mrs Stewart	2 00
	Mrs Sibbald	1 00
	Miss Black	1 00
	Mr and Mrs McKellar	2 00
	Mr and Miss Copp	2 00
	Mr O'Connor	1 00
	Mr and Mrs Jarvis	2 00
	Capt McConnell	1 00
		$68 46

Disbursements 1927-28

Expenses in connection with Dr Coyne	$ 7 50
Advertising	4 80
Canadian Historical Association	5 00
	$17 30
Balance in bank	51 16
	$68 46

PRESIDENT'S ADDRESS

In this Annual Report of the Thunder Bay Historical Society which I have the honor to present, it is my desire to outline or recall briefly the principal items of interest which it has been our privilege to enjoy.

This year has been a signal one due to the Diamond Jubilee Celebration of Confederation of the several provinces of Canada into one Dominion and the attention of Canadians generally as well as that of our citizens locally was for months prior to the historical day centered upon that one great event.

Our Historical Society on this occasion was accorded an important and honored part in our city's demonstration. Our pioneer citizen, Mr Peter McKellar who was residing in the city at the time that Confederation of the Provinces took place and who was the organizer and first President of our

Historical Society together with several other members, drove in the civic procession depicting the period of 1867. This particular feature reminiscent of the early days was unique in character and was much appreciated by the citizens generally.

Several valuable historical papers have been presented at our meetings, and have contributed in no small measure to the interest and enjoyment of our members. These are being recorded permanently in our annual publication. We are indebted to the contributors of these splendid articles and our future citizens will also share this indebtedness for these.

We are pleased to note that another site of historical significance has been recognized by the erection at Pointe de Meuron of a cairn by the Historic Sites and Monuments Board of Canada, to mark the trail of the Indians in the years gone by. Through the generosity and co-operation of Colonel Young this has been made possible and we trust that our Historical Society will succeed in the not distant future in having their efforts of years crowned with the erection of a monument marking the important site of the landing of the famous De Meuron soldiers who played such a decisive part in the historic development of Canada.

We deeply regret having to record the passing of one of our esteemed charter members, Miss Stafford of Port Arthur. Miss Stafford never failed in her interest in our Society and was always ready to give assistance as long as her health permitted. We also deeply regret the passing of Mr. W. W. Vickers of Toronto who was always interested in the history of Fort William and who penned some valuable contributions for our Society two of which will be included in the year's annual report.

We have been pleased to receive some new members in our ranks and we have benefited much from their interest and kindly co-operation.

We are sorry indeed that Mrs. W. J. Hamilton one of our pioneer members has seen fit to leave our midst to reside in Vancouver but we feel assured that Mrs. Hamilton will always hold dear the interests and welfare of our Society.

And lastly I wish to take this opportunity of expressing to all the members my sincere gratitude for their continued interest and kindly assistance in the work of our organization.

Respectfully submitted

Carletta S. McKellar,

President.

PETER McKELLAR

BY FLORENCE N SHIRK

I first saw Peter McKellar pioneer mining engineer explorer and geologist on Wednesday September 25 1901 on the occasion of the Royal visit to Fort William of the Duke and Duchess of York now King George and Queen Mary There were no florists in Fort William in those days, so the garden of the old McKellar homestead furnished the asters which Mr McKellar held ready for presentation to the Duchess by Miss Edith Sellers.

As early as 1864 Peter McKellar was engaged by a company composed of Messrs. Walbridge Herrick and John McIntyre to carry on mining explorations in the Thunder Bay district John McIntyre an officer of the Hudson's Bay Company but acting for the mining company in a private capacity with Mr Herrick e surveyed and subsequently purchased city locations recommended by Peter McKellar who was to receive one third of the profits the company's shares being two thirds Mr McKellar took his two brothers John and Donald into partnership In 1869 he was placed in charge of the second party on the occasion of making the survey of Lake Nipigon, having been appointed to this important position by Dr Bell, F.R.G.S who was second in command of the Geological Survey and next to Sir William Logan At that time there was only one boat on Lake Superior between Sault Ste Marie and Fort William and it took ten days for the round trip Dr Bell was required to find at the head of the Lakes an expert geologist and experienced explorer to take charge of his second party Dr Bell was still more pleased when he learned that Peter McKellar understood quite well the operation of all the scientific instruments while his knowledge of local conditions made him independent of the Indian guides. Under Peter McKellar the second party made a most successful survey of the Lake Nipigon District In the following year Dr Bell induced this versatile explorer to take charge of the survey of Black Bay White River Whitefish Lake Little Pic River and the Slate River Dr Bell taking the Big Pic Long Lake and adjacent localities.

Mr McKellar with his special education and training in surveying mining engineering and geology gained wide prominence in the west as a real pioneer in mining explorations on the north shore of Lake Superior

In that region he discovered the first gold mine the first silver mine, the Thunder Bay Silver Mine and the Hurcenon Gold Mine His partners John and Donald McKellar ac

covered in the same region the first nine mine and the first iron mine the Atikokan and the firm of McKellar Brothers made many other important mining discoveries

Peter McKellar has been superintendent of the Hurcman Gold Mine, 1882-84 superintendent of exploration and development work of the Toronto and Western Mines Development Company in the Seine River and Lake of the Woods District 1897-98 and for many years engaged extensively in mining and real estate business in Fort William He has travelled east, west and south in the United States, and knows Canada from Quebec to Victoria in company with a party of members of the American Association for the Advancement of Science, he spent several months in Yellowstone Park and the Hawaiian Islands, and has also travelled extensively in Great Britain France, Italy Switzerland, Egypt and Palestine The literary work included many brochures on mining and geology read before important meetings of scientific societies one of these the Frenzwerth of the Earth, read before the annual meeting of the American Geological Society at Chicago in 1920 attracted the attention of scientists generally He inventive genius has devised a rock breaker and pulveriser and a rotary engine

His scholarship has been recognized by his membership in the London Geological Society membership in the American Geological Society the American Association for the Advancement of Science and the Royal Society of Arts, London and he has made many valuable contributions to the literature of those societies

As a good citizen he has served as president of the Thunder Bay Historical Society for twenty years as councillor in the municipalities of Thunder Bay and Shuniah as reeve and councillor in Neebing as charter member of the original Kaministiquia Club established in 1879 as well as in the reorganized club and is a valued member of the Canadian Club and the Board of Trade

Mr McKellar was born in Middlesex County Ontario April 27, 1838 and though in his 90th year is as hale and strong in mind and body as most men of seventy

SHIPPING ON LAKE SUPERIOR

BY JAMES McCANNEL, MASTER G.P.R. S.S. ASSINIBOIA

While Lake Superior the greatest of our inland seas was known to some of the Jesuit missionaries and early explorers, yet the development of the marine trade on the Lake took place at a later date than on the other lakes. The falls of Ste Mary's was one of the principal obstacles with which the hardy voyageurs had to contend, necessitating unloading the canoes and carrying the freight across the portage, and reloading them at the head of the rapids. The early settlers usually located along the shores of the lakes and rivers as this afforded the only means of transportation at that period the railway not having yet come into existence. From the early days the canoe batteau and York boat for many years took care of what little trade was offered. These finally gave place to the small sail boat and coasting schooners. With the increase of trade the dimensions of the vessels increased until in the early seventies there were registered on all our lakes upward of 1400 vessels of all descriptions many of them models of architectural beauty and manned by as fine a body of sailors as the world ever knew. In 1816 the first Canadian steamer the *Frontenac* was built and launched on Lake Ontario and for many years there was a rivalry between steam and sail. Finally the latter was slowly but surely losing ground and to day there is only a handful of this proud fleet left. The first steamers were all of the side wheel type and they too gradually gave way to the propeller type.

The Indian traders from the west going down to Montreal with their furs often had pieces of native copper which they stated came from the shores of a lake far to the west, but owing to native superstition would not reveal the locality from whence it came. In the summer of 1622 the French explorers Brule and Grenolle arrived at the Soo, and were the first white men that ever gazed on the broad expanse of Lake Superior. Later they were followed by Jesuit missionaries. In 1767 Alexander Henry a fur trader who miraculously escaped Pontiac's massacre at Michilimackinac being rescued by a friendly Indian, wintered at the Soo and was the first white man who attempted to develop the copper industry of Lake Superior. He went to Mackinac in the spring and happening to meet a Mr Baxter who had lately arrived from England interested him in his reports about copper on this lake. They organized the first mining company on Lake Superior. Mr Baxter left for England and succeeded in interesting several people of note in his mining scheme among

aester and others. Having returned from England in 1770, he and Henry ventured of the Soo, where they built a barge fit for the lake and laid the keel of another schooner to carry about 40 tons. This early ship yard was located at Point Aux Pins, about six miles above the rapids, where to-day is located one of the most ideal summer resorts to be found on the lakes, and often as the steamers pass up and down the beach is lined with a happy throng. Here at the same place Henry and Baxter erected an air furnace for smelting copper ore, being the first of its kind built on the lakes. Superior District Here also Henry resided for a number of years, this spot becoming for a time a place of some importance. Schoolcraft, the authority on American Indians about 1820 noted that at Point aux Pins was located a ship-yard of some desirable importance where vessels were built for the fur traders. This pioneer mining company does not seem to have lasted very long and the only trade started on for many years afterward was by the different companies. Annually fleets of canoes passed up and down between Montreal and Fort William and to facilitate matters at Sault Ste Marie the North West Fur Company built a small canal on the Canadian side in 1797 which was destroyed by the U S. forces in 1814. About 1840 reports of copper on the south shore began to attract the attention of those who sought the yellow metal, and many prospectors were to be found who fitted out at the Soo for those trips in the wilderness. In many instances evidence were found where mines had been worked by some prehistoric race. A young geologist of much promise Douglas Houghton was sent up to do some exploratory work, but unfortunately he lost his life on October 1845 near Eagle River by the capsizing of his small boat. During this period several small steamers began to come up as far as the Soo with supplies which had to be transported across the portage and loaded on the small craft which carried it to its destination. McKnight and Company did a thriving business at the portage which began to increase rapidly and miners were at work along the Keweenaw Peninsula where to-day is located one of the largest copper industries in the world. The rapids at the Soo presented a barrier and caused delay. Soon men of vision began to talk about building a canal which was not looked upon very favorably at Washington and even the residents of the Soo were not in favor of it as they realized that once the canal was constructed many of them would be thrown out of employment. Captain Averill of Chicago seeing that the hauling of freight by sail on Superior was rather uncertain and slow saw there was an opening for a steamboat and in the early fall of 1845 arrived at the foot of the rapids with a small propeller Independence which had on board them His Majesty King George the Third the Duke of Glou

heard the necessary equipment. Immediately he set to work to haul the vessel out on the land and had her moved over the portage on rollers and launched above the process occupying about seven weeks. The steamer was then loaded with freight and proceeded up the Lake, the parts of all of that tune being Fort Wilkins, where a small garrison was maintained by the U.S. (This place is now called Copper Harbour.) the next places being Eagle Harbour, Eagle River and Lepointe on Madeline Island where Father Marquello many years previously had established a mission being the last post of call. Some time later Ontonagon and Superior come into being. In the fall of 1853 the propeller Independence shortly after landing on her last trip of the season laden with freight and a few passengers, was destroyed by the boilers exploding and four men lost their lives, November 22. Thus ended the career of the first steamer that ever sailed on Lake Superior and it was also the first steamboat disaster on that Lake. In all, seven side wheel steamers and propellers were transported around the rapids before the opening of the first American canal in 1855 namely the Independence, Juba, Palmar, Ballimore, Sam Ward, Manhatten, Montecello and Peninsular. I have heard it said that the Juba Palmar made a trip around the north shore of Lake Superior as far as Fort Wilkins. Of this event we have no authentic record. Perhaps some day some old Hudson Bay records may come to light to clarify it for it is not likely that such an important event as this would pass by without some mention being made of it.

The work on the canal on the U.S. side was at last under taken and on the 18th of June 1855 the first steamer (the side wheeler Illinois, under the command of Captain Jack Wilson passed through the locks, bound up, and it has the honor of making the first trip from the lower lakes to Lake Superior. This popular captain had sailed steamers on Superior prior to this and unfortunately a few years later lost his life on the ill-fated steamer Jody Elgin when she was sunk by the schooner Augusta and 289 people lost their lives.

We shall now direct our attention to the marine interests on the Canadian side of Lake Superior as this was the original purpose of this paper. In looking through the canal records we find that the first Canadian craft to lock through was the small schooner Isabel Captain Tozer, master in the season of 1856, paying the minimum toll of $5.00. The Northwest Territory at this time was little known to the people of Canada outside of the Hudson Bay Company. The Dominion Government set aside an appropriation and organized and sent out a geological expedition under Professor Henry Yule Hind to survey a wagon road from Fort Wilkins to Fort Garry, and

expert on the natural resources of the country This expedition left Toronto July 29, 1857 and next day boarded the side-wheeled steamer Collingwood (formerly named Kaloolah) Captain Melean master and sailed for Fort William This steamer passed through the canal July 27 and was the first registered Canadian steamer that ever sailed on Lake Superior It arrived outside the bar at Fort William, 4 p m July 31st and anchored On August 1st the members of this party landed 44 in number and the steamer departed for Collingwood This side wheel steamer was built by Bidwell and Bantz of Buffalo to the order of Alex MacGregor of Detroit and was purchased by Canadians and put on the route from Sturgeon Bay to Sault Ste Marie Capt MacGregor, Master Before the O S and H R R was opened to Collingwood in 1855, the route by Holland Landing Orillia and Coldwater had been used by travellers and stages connected with Sturgeon Bay where docks and immigrant sheds were built several years prior to that year But when Collingwood was selected as the terminus of the railway the steamer then ran from that port to the Soo, till the close of 1857 While on this run the steamer was sailed by Captains Melean and Butterworth In 1858 and afterward th s steamer was running on Lake Huron and while trying to release a vessel ashore near Saugeen went ashore and was totally wrecked in August, 1862 When operating on Lake Huron she was again known under the former name of Kaloolah

In 1858 some Toronto merchants bought the twin screw propeller Rescue, in Buffalo built in 1855 by Bidwell and Bantz and fitted her up to engage in the Lake Superior trade having secured the contract to carry the mails for the Red River settlements This steamer under the command of Capt James Dick (a family well known in marine circles on Lake Ontario) left Collingwood at 10.30 a m July 12, 1858 with passengers and mail on her first trip to Fort William and anchored outside the bar at 7 00 p m. on the 15th The following morning they sailed down to Grand Portage where Captain Kennedy along with two Indians took charge of the mail and in a birch bark canoe conveyed it to its destination over the old trail formerly used by the North West Fur Company This trip of the steamer Rescue was the beginning of the great North West trade which we have today The ports of call on the north shore of Lake Superior of that time like those on the south shore are not used to any great extent now adays. After leaving the canal, steamers called at Point Aux Pine Batchewana, Mamainse Mine Michipicoten Harbour, the Pic, Red Rock (Nipigon) and Fort William, and at a later period Silver Islet and Prince Arthur's Landing. There were

ne docks at that period Vessels usually anchored and the freight was transferred to shore by small boats and scows In 1860 when the Prince of Wales afterwards King Edward the Seventh visited Coll ngwood this steamer was chartered to convey the Royal Party on a trip around the bay During the Fenian Invasion in 1866, she was doing patrol duty on the lakes In 1863 from canal records this steamer made two trips to Fort William for a number of years being engaged in towing on the lower lakes and finally was dismantled on the St. Lawrence in 1874

In the season of 1859 an opposition steamer appeared on the scene the side wheel steamer Ploughboy being brought from the river and Lake Erie trades One of the principal owners was a member of Parliament and whatever methods were adopted to wreck the mail contract from the other steamer we know not only it gave rise to much enthusiasm on the floor of the House at a future date This steamer also was transferred to the Lake Huron run from Sarnia to Saugeen calling at intermediate ports The Ploughboy was built at Chatham Ontario in 1851 and later the name was changed to the T F Parks when it was used for towing purposes on the lower rivers and finally burned at Detroit in 1878

In 1864 another steamer owned by Carruthers of Toronto arrived at Collingwood to engage in the Lake Superior trade under the command of Capt Thomas Leach Built at Niagara in 1849 for Heron and Dick for the Royal Mail Service and known as the City of Toronto in 1861 the owners gave her to the Abbey brothers of Port Robinson in part payment for a new vessel they were building and it had at that port for some time finally disposing of her to Capt Dusten who had her towed to Detroit where she was completely rebuilt and the name changed to Racine In rebuilding this steamer was remodelled and instead of the clipper bow she appeared with a straight stem and the main and mizzen masts were removed In 1864 this steamer was again registered in Canada, under the name of Algoma and passed through the Soo canal May 9th on her first trip to Fort William with passengers, mail and freight Some time after she was sailed by Captain Perry whose brother kept the lighthouse on Isle St Ignace where there were some mining operations carried on On the last trip of the season, he had intended to call and take his brother off, but owing to stress of weather fuel and supplies running short the captain decided to go in and sent a wire to Duluth to have some of the Hudson Bay Company men call for his brother Unfortunately the latter left alone tried to make his way to Fort William along the bleak barren shores of Superior He never arrived but some time afterward

his body was found frozen to the shore ice, partly mutilated in a little bay west of Silver Islet and the bay to-day is known as Parry's Bay. The last trip of the Algoma was in 1874 when along with some other boats she steamed out of Collingwood harbour as an escort accompanying the Steamer Chicora which was leaving there on a cruise of the Great Lakes having Lord Dufferin the Governor General and suite on board. On this occasion the Algoma was sailed by Capt. Dan Cameron a member of a well known sailing family of that port. Being condemned for further service she laid dismantled at the dock was eventually burned and drifted across to the west side of the harbour where her remains lie buried in the sand. While engaged in the Lake Superior trade she was sailed by Captains Leigh Perry Symes and Orr and many of the young men from Collingwood and vicinity commenced their sailing career on this boat.

At Halifax after the Civil War in the United States, there lay the famous blockade runner Let-Her-Be built at Liverpool for the Bee Line During that time she made eight successful voyages from some of the West Indian ports to Charleston S C She was hotly pursued on one occasion by the fleet of the Northern States The Atlanta and the Connecticut kept up the chase for 15 hours although they finally gave it up, but not before considerable damage was done to the "Let-Her-Be" Captain Conetlee who claimed to have sailed her at that time was a familiar figure around Fort Arthur during the seventies, and with his wife lies buried at Savanno The Milloys of Toronto bought this steamer and brought her to Collingwood in 1868 to go in the Lake Superior trade. They had a part action built for the accommodation of first class passengers This steamer was built of iron having most graceful lines, with two long raked funnels placed fore and aft giving her a smart appearance and for that period she was considered very fast In order to pass through the canals she was cut in two and towed at Buffalo and ran from Collingwood Fort William and Duluth from 1869 until September 1875 For a couple of seasons she laid up ordinary when she was again towed to Buffalo cut in two, and taken to Lake Ontario This same Steamer Chicora, for many years ran from Toronto and Niagara. Now she is used as a low barge around Toronto and the name was changed to Warrenko In 1870 the Chicora was one of the steamers that carried Lord Wolsley's Expedition to Fort William The captains who sailed her were MacLean Trip MacGregor and Orr Captain William Masson was in charge when she was taken to Lake Ontario in 1877, and for several seasons this promising young man was first officer on her. He died in Toronto in 1876.

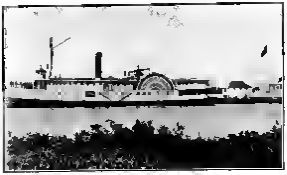
REGULA

FLORENTOY

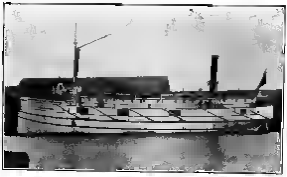
ALGOMA

ONICOBA

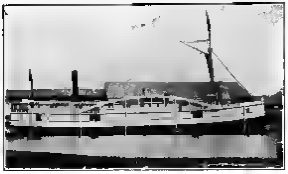
FRANCES SMITH

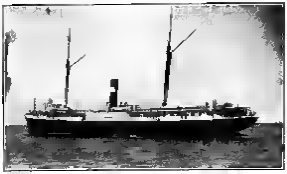


MANITOBA

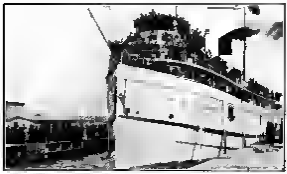


CITY OF QUEBEC BOAT





CAMBAYA



MAJESTIC

CITY OF HOLLINGWOOD

The side-wheel steamer Waubuno was built at Thorold in 1865 for the Beatty Brothers for the Georgian Bay trade from Collingwood to the Sault and was sailed by Capt J B Symes On August 8th 1867 the Waubuno passed through the canals, her first trip on Lake Superior having the Dawson party on board Mr Dawson established the famous Dawson route from Port Arthur over which the Wolseley Expedition travelled in 1870 on their way to Fort Garry Some years after this the little steamer made several trips to Fort William and was sailed by Captain P M Campbell On November 22 1879 the Waubuno foundered in the Georgian Bay while on her last trip of the season between Collingwood and Parry Sound all on board being lost Captain Burchett was the commander

In 1867 the Frances Smith was built at Owen Sound for the Georgian Bay trade She was one of the finest equipped steamers on that run on the Lakes, and was sailed by Captain Smith Her first appearance at Fort William was during the Red River Rebellion in 1870 when she carried supplies for the Wolseley Expedition along with the Algoma and Chicora The Smith was sailed for many years by Captain Tate Robertson of Owen Sound and also sailed out of Fort William and Duluth until 1887 and was then purchased by the Georgian Bay Transportation Company now the Northern Navigation Company The Smith's name was changed to the Baltic and from Collingwood to the Sault and Mackinac for several seasons In 1893 she ran in Churchill and latterly went by the fire route at Collingwood in 1899

The ever increasing trade passing through Collingwood to the Head of the Lakes required more ships and two fine side-wheel steamers were built at Port Robinson in 1871 namely the Manitoba and the Cumberland The Manitoba under Captain Symes made four trips that fall to Fort William and the following year she was sold to the Sarnia Line just begun from that port Owing to the bar at the mouth of the Kaministiquia River all steamers anchored outside but in 1873 a narrow channel was dredged through this obstruction and on August 16th 1873 the Steamer Manitoba under the command of Captain Symes entered the Fort William harbour and tied up at the Hudson Bay Company's dock This was the first steamer that entered the Fort William harbour and this only person so far as I know who sailed on her at that time (1889) and now living is Captain John McNabb now living retired at Sarnia who was first officer in 1873 While on the Sarnia Line she was wrecked on Lake Huron Being released and rebuilt the name was changed to Carmona Running on various routes until 1900 she was cut in two at

Collingwood and lengthened, and her name was changed to Pittsburg For a couple of seasons she ran from Toledo to the Soo and was burned at Sandwich at the close of the season of 1903

The Cumberland was wrecked on Rock of Ages in August 1876 grounding during a dense fog Captain Parsons being Master

The propeller City of Owen Sound was built at that port in 1870 as a steam barge during the winter of 1876 77 Cabins were built on her, and under the command of Captain John Kennedy she passed through the Soo May 8th 1877 with passengers and freight In 1878 she was sailed by Captain McNabb until the close of 1883 In 1884 she was abandoned on the north shore by the crew and the following spring was released overhauled and sailed by Capt Ira Fraser until she went down near Clapperton Island Oct 1887 Sometime afterward she was raised converted into a steam barge her name changed to Saturn and was finally lost on Lake Huron This steamer was well known to the people around Fort William

In 1878 the Steamer Annie L Craig was purchased from the United States owners and the name changed to the City of Winnipeg Along with the Owen Sound and the Frances Smith the three were known as the Collingwood and Lake Superior Royal Mail Line The Winnipeg was built at Gibraltar Mich in 1870 and like most of the U S steamers of that period had high wooden arches on both sides On July 19th 1881 this steamer was burned at Duluth when three members of the crew lost their lives Captain Kennedy was Master To replace this steamer the owners Smith and Keighly bought the Steamer North in London and brought her to the Upper Lakes She was cut in two to pass through the canals and when she arrived in Collingwood in Nov. 1881 she looked like an ordinary ocean tramp steamer—she having two spare cabin bridge and funnel standing The new steamer North was built in Glasgow by Arthur in 1875 for the South American cattle trade and for some time was owned in Cape Town South Africa The name of this steamer was changed to Campana, and during the winter a full cabin was put on her in Owen Sound, when she entered the Lake Superior trade in the spring of 1882 under the command of Captain E B Anderson and was considered the finest passenger steamer on the Lakes In the fall of 1883 this staunch steamer encountered one of the heaviest gales known on that lake The cabin was stove in both forward and aft flooding the cabins, Captain Anderson and Mate Alex Cameron were badly injured by the sea and to save the vessel as she was loading up with ice crew and passengers began to jettison the cargo.

Under the command of the second mate, Hans Halvorsen the steamer was brought into Michipicoten Harbour. Hans was a well known figure around Fort William and died there a short time ago. This was probably the hardest time the Canopus ever had. With the coming of the new C.P.R. boats in 1884 and having direct communications to the west the Collingwood Line seems to have gone out of business a few years afterward, and for a time the Canopus was chartered by that line. In 1893 she ran from Toronto to Chicago and latterly on the St. Lawrence River but finally broke in two on the Wye Rock in 1912.

In 1895 two new passenger steamers ran from Collingwood to Fort William and Duluth, namely the Majestic under Captain P. M. Campbell and City of Collingwood under Captain James Bassett. The latter steamer was built in Owen Sound in 1892 and in that year ran to Chicago. The Majestic was built at Collingwood in 1895, and ran to the Soo. The companies amalgamated and for some time these steamers ran to the Soo and Mackinac. The Collingwood burned at Collingwood in 1905 when three or four lives were lost, and the Majestic burned at the dock at Sarnia in 1916.

In this paper the writer has dealt primarily with the Collingwood and Lake Superior Line as it was the pioneer steamer line to open up and develop the trade from the east to the Northwest Territory and laid the foundation from a small beginning with the little steamer Keewatin to the enormous trade we have to-day. It is interesting to note that her carrying capacity with the Steamer Grant Morgan now named the Donnacona, a vessel 625 feet in length. There are a few persons living who have seen all this development take place on the route. The grand old man of Fort William, Peter McKellar was a passenger on board the Steamer Pontiac on his second trip to Lake Superior after the opening of the Soo Canal in 1855, bound for Ontonagon Mich. where the family spent a few years. Leaving there with his father and brother they crossed Lake Superior in a 25 foot sail boat. At Collingwood in another man named John Wright over 90 years of age who as a young man sailed on the Steamer Ploughboy for some time.

Too much praise cannot be given to the pioneer ship masters who blazed the trail for in making trips not a single spar buoy or gas buoy marked the dangerous shoals. The only light-house they saw on the whole trip was Whitefish Point light forty miles above the Soo. In 1858 the light houses on Nottawasaga Island, Griffith Island and Cove Island were put in operation on the Georgian Bay. When looking over the chart of the north channel there you will see shoals named

after most of the early mentioned vessels mentioning that at some time or other they found bottom and it is not to be wondered at.

For the purpose of comparison between the early steamers and those of to day I add a list of dimensions of all save one of the Collingwood and Lake Superior Line from the side wheel steamer Collingwood which was the first to go up that lake down to the City of Collingwood the last of that line

COLLINGWOOD AND LAKE SUPERIOR LINE
1857—1908

Name	Rig	Where built	Year	Length	Beam	Depth
Kaloolah Collingwood	Side-wheel	Buffalo	1849	180	25	9 11
Nemrod Plowboy	Propeller	Buffalo	1855	1 1 2	2 9	10
T. F. Park		Chatham				
City of Toronto Algoma	Side-wheel	Niagara	1849	180	28	11
Waubuno		Thorold	1865	183	18 0	7
Lot Ier B Warrenko Chieora		24 arrived (G B.)	1884	97	20	10 6
Frances Smith Baltic		Owen Sound	1867	121 8	27 8	14 9
Cumberland		Pt. Robinson	1871	204 5	26	10 7
Manitoba Caramania Pilsbury		Pt Robinson	1873	178	36	11
City of Owen Sound Saturn	Propeller	Owen Sound	1875	180	31	13
Annie S. Craig City of Winnipeg		Gibraltar	1876	186	31 8	12 2
North Champain		Glasgow (G.B.)	1873	145	23	13
Majestic		Collingwood	1892	209		
City of Collingwood		Owen Sound	1908	213		

HISTORICAL SKETCH OF THE FIRST PRESBYTERIAN CHURCH FORT WILLIAM

(The first Protestant Church in Fort William)

BY REV. D. McIVOR

Fort William itself was named after William McGillivray who was in charge of the North West Fur Company in Montreal. The men in these days were well known Scotsmen such as Mclaurin McBeth Cameron. It was first named Fort William in 1806. In 1821 the Hudson Bay Company took over Fort William from the North West Company. The last Hudson Bay Co. Factor was John McIntyre a Scotch Presbyterian. There was no church in those days nor any religious service. The first record of any religious service was that of Rev. Dr. Tagg of Teeswater who visited the Fort to hold service at the invitation of Mr. McIntyre between the years of 1850 and 1852 when three services were held in the store. All prospective members of the congregation attended and the ordinance of baptism was administered.

The first Protestant missionary to the Lake Superior District was Mr. Vincent of Knox College who was sent in 1870 to conduct religious services with the troops that were passing through at the time of the Red River Rebellion. He held services at Port William and Prince Arthur's Landing now Port Arthur and at other stations along the route of march. In the fall of 1870 Mr. McFarlane who was taken to the McIntyre boys preached at Fort William and Prince Arthur's Landing and in the spring of 1871 Mr. Cockburn succeeded Mr. Vincent but some left.

The Fort was dependent on anyone who came along to take up services. In 1873 Mr. McKerachen a student arrived and became ordained missionary at Fort William. He built a lecture room at Prince Arthur's Landing and the First Presbyterian Church in Fort William. Peter McKellar was chairman of the committee that chose the site, and it was decided to build in West Fort, as the people in the east end had canoes and could drive. A large part of the congregation lived in West Fort, and most of the workers. The lumber was from the mill of Mr. Oliver father of Dr. Oliver. Miss Jessie Oliver sister of Dr. Oliver sent up the windows from Toronto often she had returned from her summer holidays here. Oliver and Davidson also presented the site for the church. On the first board of management were A. and J. McKellar, F. C. Farqy and Mr. Middleton the Scotch engineer. The carpenter in charge of the construction of the

church was the late Colin McDonald. He was assisted by many of the adherents who gave willingly of their labours and means. The late Andrew Crawford of Slate River, then in business in West Fort and his brother Neil gave great assistance in the building of the church.

The first elders of the church were Dr. Smellie and Mr. Livingstone of Silver Islet. They went all over the district when ever duty called them.

For a few years the church was served by missionaries. Then in 1881 it was considered strong enough to require the services of a minister for this field alone. For some time the Rev. Mr. McKay held the appointment, being succeeded by the Rev. J. G. Shearer who is known all over Canada for his Social Service work. In 1885 Rev. Robert Nairn, now retired at Renfrew, was appointed, serving both east and west Fort William. Following him came James Buchanan, a Scottish minister who preached for a time living in Fort Arthur and walking to West Fort William. Mr. Buchanan was followed by Hugh Fraser in 1888, afterward known in China, Vancouver and Calgary. Then followed Mr. Whiting and he held the first service ever held in Slate River district. The service was held on a poplar grove on the farm of the late A. McGlashan.

Of late years there have been Rev. Andrew Boyd 1904 and 1905, Rev. John McCorkindale in 1906-1907, D. A. Macdonald, now of Korea, and John McEwan of Cartwright Manitoba. The Rev. Robert Dewar of Scotland and India gave the longest service of any minister who served in West Fort William. He is still a very faithful worker in Superior Presbytery. Rev. R. W. Rumley, now of Morden, was the last minister. He resigned when union took place. Rev. D. McIver was called from Winnipeg, May, 1926, to the united charge of First Church and Greek Methodist known as First United Church.

(Information from the Church records and also from Messrs. J. McKellar and W. S. Piper and the Rev. Robert Dewar.)

DO YOU REMEMBER?

(The following articles ran in the Times-Journal from May 29, 1926 to November 20th, and are reprinted with the permission of the Editor.)

Do you remember when the corner of Syndicate and Victoria Avenues were known as Marks corner? When the present premises of Wilson and Wilkes clothing store were occupied as a grocery store by the firm of Thomas Marks and Co. with Sam Jones, as manager? The building was enlarged and altered, became the Victoria Hotel and later the Imperial Bank.

When the corner of Simpson and Dease streets was the Hudson Bay crossing? The Hudson Bay had the largest store in town at this corner. It was a two storey white brick building and was destroyed by fire and was never rebuilt. One half of it was a wholesale and retail liquor store. We know nothing of the O.T.A. in those days.

When the corner of Syndicate and Duncan Street was called Morten's crossing? The present house standing was created and occupied by E. A. Morton, well known insurance agent retired trustee, alderman and candidate for mayor. He now resides at Windsor.

When the W. H. Whalen Company had a dry goods store in the old Victoria Block where the R. E. Walker Company now is? Billy Whales used to advertise his location as on Victoria Avenue next door to the hole in the ground referring to the fact that the excavation for the Murray Block had been completed and allowed to stand a year or so before the building was erected.

When the street cars from Port Arthur ran only to the boundary. The street railways originated in Port Arthur, when that city felt that its business and trade was slipping away to Fort William. At first this city prevented its entrance and a stage was run from the boundary to the Avenue Hotel by Mac Rochon.

When the present site of the Ogilvie mill was a saw mill, Graham, Horne and Company were lumbering in a large way at that time and their mills and yards covered all that section over to Syndicate Avenue. There was a big refuse burner opposite the present site of the Children's Shelter.

When the lacrosse grounds were on the east side of Simpson Street? The only building was the present Garry hardware store which was then the Times-Journal office and

the Immense grounds extended down to Bethune street. Among the players were Clarence Jackson, Fred Fair, Jimmy O'Hagan, Bob Manion, Joe L'Esperance.

When the C.P.R. Hotel was the leading hotel? This was a large stone and brick structure on Hardisty street, a little below the present yard office which was then the passenger station. The hotel was run in real first class C.P.R. style for some years. Afterward it became a boarding house for railway laborers and was finally torn down about five years ago.

When Fuel William drank river water?

The original water supply system of Fort William consisted of Ben Mercer and his outfit of pails and barrels. He drew the water from the river at the site of the present sandy beach and peddled it to his customers all over town. The water barrel was at that time a very important and necessary piece of kitchen furniture. Ben was later succeeded by Jimmy Davidson, who was running on business by the city water works with a pumping station a short distance above elevator D and still using Kam water. As engineers at the pumping station which was combined with the electric light plant were John McRae and Jack Adams before time before the water works were started the city on its search for good water had bored a well over three hundred feet deep near the city hall on Brodie Street. A splendid supply of excellent water was obtained and the town pump soon became the magnet that attracted hundreds of citizens with all kinds of vessels for carrying the precious fluid. After the establishment of the water mains the well was deserted, the pump removed and the sole function it was not many years before the pump regained its old time prestige and popularity. As a result of drinking Kam water the town was visited with a terrible scourge of typhoid fever. The old well was relocated, the pump re-established and again Brodie Street became the Mecca of all who thirsted for the life giving fluid. Again the water peddler was seen in the land but this time he brought to the fever stricken homes good pure water from the old well this time pumped by a modern gasoline engine. It is not too much to say that the city pump was the best friend the citizens of Fort William had in their greatest need and this article is just to remind old timers of that fact and to ask them to take a drink of good Leech Lumond at the City Hall drinking fountain which is the site of the old pump.

Do you remember when Bill Armstrong was pool master? When John McKellar was reeve and mayor through force of habit? When Allan McDougall was police magistrate with his office at Westfort? When the police station was al

Westfort until Dick McNabb as police? Who was Jim Conmee was member for West Algoma and his constituency included the Manitoulin Islands, and extended to the Manitoba boundary? When Jim Tenkie was street commissioner? When Archie Campbell was chief and only police? When there were dog races on Victoria Avenue? When the post office was in the east of Hauk Austin's building at the corner of May and Victoria? When W J Ross was C P R Superintendent of buildings and bridges, and when he built old Elevator B? When Sam Young was C P R conductor? When Jim Murphy was C P R yard clerk foreman? When the C P R paid from the pay car and we never knew just when the pay car would arrive? When the freight shed and elevator employees were paid 15 cents an hour When Al Sellers brought the first automobile to Fort William? When Hugh Pape was chief of the volunteer fire brigade? Doc Bekerl Hanover Appel Joe Buffalo?

Do you remember when the Central School was on the corner of Victoria and May?

The first public school was at Westfort, and the first school at the east end was situated on the present site of the Bank of Montreal The school house itself was some little distance back from the street but the school grounds took in the whole corner The present building was erected by W J Ross and originally occupied by the Commercial Bank of Manitoba This was the first chartered bank to have a branch in Fort William though the private banking firm of Ray Street and Co preceded them The school building was moved to North May Street and was brick veneered It is the building standing back from the street between the post office and the Times Journal

The Bee Hive store in Westfort? This was a general store conducted by King and Pelton and was the first venture of John King into commerce Mr King had been a C P R employee from the very early days of the railway and his Bee Hive developed into Fort William's largest retail store He built the Roy Block and here the John King Company built up a wholesale business which was sold to the Cameron Heep Company

The floating grain dryer? The spring of 1912 saw a very large amount of rough and damp grain in the elevators and cars. The situation was particularly serious as there were only one or two small dryers in operation at that time The C P R secured the Steamer Helena from Chicago She was fitted up specially for the drying of grain in large quantities This floating dryer was placed at Elevator B and was the means of saving a vast amount of grain

Do you remember when the street railway was a single track road?

We have to-day a street railway that is up to date and which gives a splendid service but it was not always thus. Originally there was only a single track and for a long time only three cars. There were sidings at several points in order that the cars might pass and it was a common thing to have a long wait at one of these sidings for a car that was behind time.

The Fort William end of the track was at the corner of Fredrica and Edward Streets and the Port Arthur terminal at the old C.P.R. depot which was near the present site of the car barns. The cars were operated from either end and instead of turning the car the trolley was reversed and the motorman went to the opposite end of the car. The seats ran lengthwise and the car was heated by a small coal stove placed in the middle of one of the cars. One might be warm enough if fortunate enough to get a seat near the fire. The cars were named instead of numbered and one recollects such names as Kakabeka, Kaministiquia and Kapuskasing. There was one time when the generator burnt out and the road was without power for about a week. The cars only came to the boundary of that time and they were pulled over the road by horses. Originally the road was operated and owned entirely by Port Arthur and Tom McCauley was manager.

Do you remember the Prince Arthur's Landing and Kaministiquia Railroad? Here is a piece of history known to very few of our citizens, but which is well worth remembering.

Originally Port Arthur was known as Prince Arthur's Landing and was the centre of the entire north shore district. The C.P.R. was being built by the government. The Winnipeg section was under construction, with the proposed terminus at West Port William. This naturally was a real disappointing to the people at the Landing and when they found that no influence or pressure could bring the railway to them they resolved that they would go to the railway. The leading men of that time was Tom Marks. He was the promoter of the enterprise in the country. He with the brains, and the financial and of nearly everyone of his associates, organized the Prince Arthur and Kaministiquia Railway and built the road from West Port William to Port Arthur (from the Town Plot to the Landing). They had no rolling stock, one engine and no cars. The company itself never operated these railway. Operation was first carried on by the construction contractors who turned it over to the government and it eventually became C.P.R. The latter afterward abandoned the railway for

their own line The abandoned grade was utilized by the F D & W who in turn gave it up to the C N R The present C N R direct line from Westfort to the old roundhouse in Port Arthur is the original line and the oldest piece of rail road in Port Arthur

It was a mighty big enterprise in 1875 for such a small community to construct that piece of railway but the people refused to see their town ignored, and with a leader like they had there was nothing impossible The municipality of Shuniah sold debentures and gave the road a bonus of $35 000 00 bonds were issued by the company but the main financing was done by Thos Marks, himself the president of the company On taking over the road, the government paid the company $14 000 00 The road itself was a dead loss to the company but the profit was in the benefit to the business interests and the making of the Landing a railway point

Do you remember the old time picnics? The popular picnic spot for years was Kamanistiquia This was probably because it was the most available for you must remember there were no autos then the street car reached no park and there was only one railroad This great annual picnic was that of the C P R employees and this has a very direct connection with present day conditions for it was by these events that the C P R employees financed their library which was the origin and nucleus of our present splendid public library

When the C P R employees, or some other organization held a picnic, the town was deserted for the day A long train of coaches left in the morning loaded to capacity with a happy crowd Ta and Ma and the children not forgetting the baskets There was always dancing and a good program of sports including a lacrosse game

After the C N R. was constructed a new ground was made available at Stanley That is the railway brought you to the foot of the hill and then you had a climb But who cared for a little thing like that? Many a hard lacrosse game was fought out at Stanley, between Port Arthur and Fort William Do you remember the one that ended in a general fight wherein the mother of a Port Arthur player took part with her umbrella? And also do you remember the picnic at Welcome Island when the boat came away leaving George Bourgeau over there?

Do you remember Jack Carney, for many years wrench man at Elevator A foreman of P and bins grain trimmer? Jack was a real pioneer among elevator men, coming here with M Sullars from the Northern Elevator Toronto in 1884 At that time there was only the original C P R elevator at

Port Arthur. Then came elevator A, in Fort William and it was in this house that Jack held sway for so many years and it was here that he displayed his great qualities for handling men and handling grain. In both he showed an ability that has never yet been surpassed. There was about Jack Carney a quality of calm confidence and assurance that made him master of any situation no matter how difficult and there are at times, some strenuous situations around an elevator. Grain handling conditions have changed greatly in recent years but I believe that any of the present grain men who received their training at Jack Carney will agree that had he lived he would have kept right up with the changes and have been found a leader to-day as he always was. Don't you remember that piercing whistle of his calling his gang? Can't you see him now spitting a shovel full of coal into a string of cars? Jack was a big man and his heart was as big as his body.

Do you remember when the Ogilvie slid into the river? It was on May 26th 1906 about five or six o'clock in the evening when the city was startled by the news that the Ogilvie elevator was sliding into the river. The movement continued until about midnight and daylight she had the steel tanks leaning over the river submerged for about fifteen feet of their height, and pulled away from their piles on the land side. The superstructure had slipped even further and the whole seemed in danger of going completely into the river at any moment. For the first few hours vessels refused to take the chance of passing. No further movement took place and the work of saving the grain was started. This was done by means of scows on the river side and cars on the east side. The cars were unloaded at elevator D and the scows at different elevators. A very special part of the grain was wet. The foundation was the usual type of a concrete mattress on top of piles and the collapse was due to the piles nearest the river giving way. The original elevator was very much nearer to the river than the present one is, and consisted of steel tanks only. There have been two concrete additions since then. A peculiar feature in the construction was that instead of being rivetted in the usual way the plates of the tanks were all bolted together. This, of course, helped greatly in taking apart, and allowing the old plates to be used again with little damage.

Do you remember when Dan Hamilton ran against Doc Smellie for the local house? When there was a saw mill on the Kam River opposite elevator A? That mill was built and originally operated by Oliver Davidson and Company. Mr. Oliver was the father of the late Dr. Oliver and

rlso of H J Olivas the C N grain agent In latrr yrrs it wrs operated by Carpenter and Co Mr Crupenter rftrwarrl became sherriff of Rat Partage (Kenora) This was at one time a srrne of grert industry there was the mill rnd also the company store and boarding house and also other houses It would be difficult to find a vrstige of this drparted industry at the prrsent time

Dr voo remrmbrr when Alex McNaughton wrs at one clerk and Bill Dodds wrs mill rhief of police? When Al Sellars Jim Whalrs rnd Cap McAllister wrnt out about half way to the Cape in Alsiker over the rce to wheat the tug was breek ng r way for the incoming boats

Do you remrmbrr the Indran Mission across the river from slrvrtos D when the fur tradrrs first rstrblrshed the head of the Irlres thrrr same w th tl om thr rrssionary prrest There was erected on the south bank of the Mission a vrr gnal around the rooms form thr Kam r large wooden arose, and thrn it was to be srrn frw many vrrrs, until progress and economic chrngs required the land

The whole area s mthe of the Mission including Mount Mrskay wrs made an Indran reserve and the Indian village rlustered around the missionary s hrrdquarters, where the Kam seks an ontlrl to Thunder Bay through the Mission rrvrn l rtle but tho stone house now remains, but mrmory brings to one mind a picture far more charming and rdralistc o than rnn eyes can now see The stone house is not readily of the pioneer prrrod but only datrs back some thirty or thirty five years The original buildings, consisting of the present house and the church were of logs and were destroyed by fire The church was replaced by a neat frame building a little north of the stone house and just bryond it were the convent and the school house Between the church and the stone house was the cemetery and grouped around this rrstrr wrs the Indian village of small white washed cottages. The whole was a happy quiet, peaceful scene The brothers at the Mission were wonderful farmers and wrre the pioneers in showing both Indian and white man the possibilities of the land All old timers will remember when Brother Jerome used to supply vegetables to the two towns The sisters conducted the first school rt the herd of the lakes and that school was attended by boys and girls who are now Fort William citizens For many years the priests, the sisters rod the brothers, untiring in their energy spent their lives in the service of the Indians The rnd came to a long ere of quiet content, when commerce in the shrpe of the G T P required the territory of the Mission The Indians divided into two bands, one settling at the foot of the Mountain the other

going to Squaw Bay whither the church and the cemetery had been moved and where the Jesuit missionary still carries on God's work, while the stone house stands a monument to and a reminder of a historic past.

Do you remember when Fort William collegiate students were obliged to travel to Port Arthur and later when the Fort William collegiate was opened in one room in Ogden school? When the Central school grounds were enclosed by a high board fence? When Mrs. Sherk was teacher at Ogdevf When Alack Sedgewick held a general store on Victoria Avenue? When Magistrate O'Brien was a policeman and Magistrate Paling was carpenter and both good at their jobs? The first brick house in Fort William? It is the house still standing at the corner of Ford and Fredrica streets. It was erected by the late John Armstrong for many years keeper of the light at the mouth of the Kaministiquia river.

Do you remember the first concrete building in Fort William? This was the Copp Foundry at the corner of Syndicate and Empire avenues. It was built by the Copp Company who moved here from Hamilton and operated the plant in the manufacture of stoves. It was turned into a munition plant during the war and was destroyed by fire in 1917.

Do you remember when the C.P.R. station was at the foot of Bethune street, where the yard office now stands, and there were four hotels on Hardisty Street? The old station was burned to the ground a few years ago.

Do you remember the Dominion elections of 1896? Fort William and Port Arthur were at that time in the constituency of Algoma. This was no mere pocket riding. It included every thing between Lake Superior and Hudson Bay, had the Manitoba boundary for its western limit, and on the east it included Sault Ste. Marie and Manitoulin Island. There was neither C.N.R. nor G.T.P. and the C.P.R. had only started in the previous year running trains on the north shore. There were no roads worth mentioning and the automobile was unheard of. The election being in the winter time made snowshoeing and dog sledding popular with the election officers.

Sir John Macdonald was the premier appealing to the electors for a new lease of power. The Liberal forces were led by Edward Blake. The candidates were both from Port Arthur. S. J. Dawson sitting member was the Conservative candidate. Mr. Dawson was civil engineer and was the man who had laid out the route for the troops in the first Riel rebellion. His name still remains attached to the Dawson road. D. F. Burke was the Liberal candidate. He had come to Prince Arthur's Landing as manager of the Ontario Bank, became a contractor and was prominent in most of the enterprises of

the early days. He was always interested in farming was owner of the Port Arthur Herald and liked to be known as the "farmer editor".

The campaign was hotly contested. It was customary to hold joint meetings at which both candidates of their respective appeared. This helped to arouse interest and was the occasion for many clever tricks. On one occasion Jim Burke of Fort William was holding a meeting in West Fort William at which Dawson was invited to speak. Just as his turn came the announcement was made that the train was pulling out all the Port Arthur people including the Conservative speakers went away without a chance to present their case.

The election for Algoma was held at a later date than in the rest of the Dominion and the general result was known before polling day here. Despite the fact that the Conservatives had a big majority Dawson only increased his majority of 13. The election was protested but the protest was eventually dropped. D. F. Eadie contested the next election but was defeated by George H. McDonnell.

Do you remember when Jimmie Rabideau kept a blacksmith shop and cheering forge on South May Street and one drove a trotting horse? When Bebbe Hamilton had a dry goods store on the Kenyon Block and to the amusement of the whole community sang Scotch songs at local concerts? When there was a co-operative grocery store in a frame building on Victoria Avenue where the Francis Block now stands? When there were five livery stables, where you could hire a horse and rig and garage? When McLaurin and Dew conducted a grocery store in the building now occupied by offices of the Ogilvie Milling Company. That store was the lineal descendant of John McLaurin's trading post. Mr. McLaurin was among the very earliest of Fort William citizens and traded with the Indians long before there was any settlement here. His original headquarters were on the present site of Chapleau.

Do you remember when George Brown sold meat? George W. Brown came from Collingwood nearly fifty years ago when Port Arthur was Prince Arthur's Landing and established a meat market under the firm name of G. W. Brown and Co. He was successful from the first and when the time was ripe, opened a branch in Fort William. Later he disposed of his retail business, and became manager for Gordon Ironside and Fares when they established the first wholesale meat house here. In former times Mr. Brown was very active in Port Arthur municipal politics. He served several terms as councillor and there remains in the memory one especially warm campaign for councillor in ward two. There were three to be elected and Mr. Brown was on the ticket which included

D F Burke and W J Bawlf as candidates. At that time there was a widely advertised patent medicine "B B B" and the Brown Burke Bawlf combine became known as Burdock Blood Bitters. George has quit the main games, but is still going strong. He has so many good qualities that his friends are willing to forgive him his two failings. He saw his mistake in time and left Port Arthur. He is always voted sorry but does observers say they see indications that if he is given sufficient time, he will correct the habit. I also say in two or three hundred years.

Do you remember George Dalmage? One of the best and squarest sportsmen our city has ever known. He came here from the west about 1896 or 97 was employed in the C P R. freight sheds and played lacrosse and hockey and has died in 1911. Faithful and efficient in his work he came to be Jeff Peters right hand man in the freight sheds but it was on the lacrosse field and on the ice that he won the hearts of all. Does it you remember some of these strenuous lacrosse games on the hill in Port Arthur, on the old Simpson Street field where the Murphy block and the West Hotel now stand? The games, when George Dalmage weighing only about 120 pounds, was never afraid to go in and rough it with the biggest of them! And he never failed to give a good account of himself. He was in his prime when the lacrosse club included such live players as Jimmy O'Hagan Bill Duthie and Bob Manuel. At first he played goal in the hockey team, but later became point player. He never wore the regular hockey skate but stuck to the old style of sparing skate a style that is now extinct. His last appearance in the ice was as official referee of the New Ontario Hockey League.

Do you remember the big grain shed of 88? It was built in the winter of 87 and 88 to take care of the bumper crop of 1887. Figures are not now available as to the amount of that crop but it would be safe to say it would not leak nearly so great now as it did then. It was however a real bumper crop. It filled up every inch of available space and taxed the C P R to its limit. The storage at that time consisted of elevator A one of a quarter million bushels and the C P R. elevator at Port Arthur (Heron's) 350 000 bushels. To this was added the big grain shed over half a million, all other warehouses that could be made to serve and the cars in the yards. There was probably the vast total of two and a half million bushels in store here at the opening of navigation. The big shed was 900 feet long and 125 feet wide. The timber sills were laid on blocks placed on the frozen ground. Joists were set upon these timbers, and floor laid. The sides run up and there every sixteen feet a partition was

run across the building. This made a bin about 16 feet wide and 125 feet long. On each side of the shed a track was laid and from the cars on this track the grain was unloaded with barrow and pushcarts. It was dumped on the floor and runways made to pile it as high as possible. The building and filling of the shed went on at the same time and the grain men were eight on the basis of the carpenters. The whole time filling a compartment as one was ready. In the following spring the grain was reloaded into cars and put through elevator A. The size of the shed was opposite elevators A and B. The shed was used for one season only. During the construction of elevator B the following summer part of the shed was used as a boarding camp.

W. J. Rose, present hydro commissioner, was C.P.R. superintendent of bridges and buildings at that time and the construction was carried on by his department under the supervision of J. W. Robertson. A notable arrival at that time was a young lad from Ireland called Jack Flanagan who has stayed with us ever since.

Do you remember M. McSellars? He was the pioneer of the elevator and grain trade in Port Arthur and Fort William. He was the Old Man to all those who were connected with the elevators, and his memory is still held dear in the minds of the old gang as a man of abrupt speech and a rough way about him, behind which was hidden a heart of gold and a warm and kindly personality. Mr. McSellars came to Port Arthur from the Northern elevator in Toronto in 1884 to take charge for the C.P.R. of the first elevator at the head of the lakes and he remained for twenty years watching that system grow until it included elevators A, B, C, D and E. He then resigned his position with the C.P.R. and established the grain firm of M. McSellars and Son. In those early days unless they did not assist the peasant alberete system in connection with grain handling. The Old Man was, in his own person, elevator superintendent, grain inspector, shippers agent and vessel agent. His word was supreme, his edict final, and all parties knew that with the Old Man they would get a square deal. Originally he lived in Port Arthur going back and forth by hand car for that was before the day of street cars. Later he built a home on Dease street, where he lived out his life. His grounds adjoined those of St. Luke's Church and he was at home in either place. Outside of his church he did not take an active part in civic affairs. The Old Man was father of not only a wonderful elevator system, but also of a family of elevator men. More strictly speaking it is a race rather than a family of grain men that he founded, for there are now in the third generation and going strong.

Do you remember when the electric light came to the head of the lakes? It seems now as if we had always been in the habit of securing light by the mere turning of a switch but it is really not so long since coal oil lamps were the vogue in every home. And remember how oil those lamps had to be trimmed and filled every day, what a task it was to clean and polish the chimneys?

Poor as was this light, there will remain in the memory of some the year when the supply of coal oil was totally exhausted before the arrival of the first boat, and we had to depend on candles. That was the time when the memory of the coal oil lamps was as of the now-day sun. The first electric light was supplied to Port Arthur by the P. A. Lumber Company, who had a generator in their saw mill which was located near the present C.N.R. elevator. This served until the city built the first section of the street railway and put in a steam plant at Current river about 1890. The street cars and lights were run off the same generator with the result that every light in the city was affected by the running of the cars. All stops and starts of each of the two cars on the road were duly registered in every home in town, and with a little practice it was quite simple to locate each car at any particular time.

Fort William's first electric light was supplied by Engineers John McRae and John Adams from the old power house and pumping station located near the foot of Frederica Street.

While Port Arthur had the first electric lights, Fort William led the way in street lighting having good arc lights, while Port Arthur was still satisfied with the incandescent lamps.

Do you remember Mac Rochon, who built the Avenue Hotel and conducted it for so many years, and whose slogan was, "If business interferes with eating cut out business"? Dan Whalen who was one of the very earliest barbers whose shop was in West Fort and Tom Dunbar whose shop was on Victoria Avenue? Neither barber shop was chittered up with a lot of women. Do you remember Henry Peacock in his tailor shop on Victoria Avenue and Doc. Coleman chief clerk to the superintendent who is now D. C. Coleman general manager of the C.P.R. western lines? Joe Oakley who kept a grocery store on South May's city aldermen who drowned on a fishing expedition? Hugh's Fossett. He came here at the time of building old elevator B and remained for several years as B & B master and was transferred to Kenora. Isaac Byram who died a few years ago over eighty years of age and who was employed so many years in the C.P.R. shops?

J Madison Hicks the socialist orator who used to conduct outdoor meetings on the vacant lots on north Reador? W Western, the original stationer and book seller on Victoria Avenue where the Kelly block now stands? The firm of Morton and Adcock who were the live realtors twenty odd years ago? Charlie Bliss who was a C.P.R. trainman and switchman before he went back to the land, and made a big success of farming in Slate River?

THE LOST MINE OF SILVER ISLET

BY RICHARD A. HASTE

(From the Dearborn Independent, through the courtesy of the editor.)

In the vicinity of Lake Superior as the height of land the great ridge pole of the roof of the continent. Thus region has always been a land of mystery. Here are laid the scenes of many beautiful Indian legends. The rock girt shores of the lake were the favorite walks of the Great Spirit. Here according to the Indians the maker of the world hid his treasures and gave them into the keeping of Mashipai god of the sea. To this treasure land long ago came strange people from the south the mound builders and the Aztecs for copper. To this "shining big sea water" came also in a later day those men of iron whose deeds make up the story of the Great Lone Land a story that has never been fully told. It is with one of the hidden treasures of this lake that this story has to deal.

Yes who have been so fortunate as to take that most delightful of all summer journeys the lake trip from Owen Sound or Sarnia to Port Arthur doubtless remember Thunder Cape that bold promontory that guards the entrance to the twin harbours of Port William and Port Arthur. No doubt you attention was called to Isle Royale lying to your left as you approached the Cape and you learned perhaps some of its interesting history. Perhaps too if it were a clear day the captain gave you his binocular and directed your eyes to a low lying island near the North shore not far from the base of Thunder Cape a little island that seemed not so large as your hand on which stand queer shaped buildings, now partially wrecked and rapidly going to decay but this you will not notice even with the glass. Silver Islet it is called.

Perhaps the captain told you of the lost mine beneath the lake, of the shafts and levels that honeycomb the rock more than a thousand feet below the level of the water of the lens and tons of silver that lay in sight when the cold waters of the lake pumped the claim and took possession of all save the upper works. It may be that you were told also by the natives of Port Arthur of the dull shocks that are frequently felt accompanied by low rumbling thunder though the sky is clear—the ghosts of unpresented miners blasting for silver beneath the sea.

It was I think in the year 1868 that a small party of miners prospecting for copper at the base of Thunder Cape while surveying their claims chanced to land on a barren

rock about a mile from shore to plant observation stakes. This rock was about sixty feet across, and not more than four feet above the level of the lake. It resembled the dome of a human skull just rising out of the water.

Across this Skull Rock as it was then called ran a vein of galena in which a few strokes of the pick revealed the presence of silver. A half dozen powder blasts were sufficient to detach all the ore bearing rock above the water line, but the vein was traceable some distance into the lake where through the clear water large nuggets of silver were visible. These were dislodged with crowbars the men working up to their necks in the ice cold water. The game however was worth the candle, for the ore thus taken out, sacked and shipped to Montreal assayed seven thousand dollars a ton pure silver.

The location was owned by the Montreal Mining Company Limited a company of conservative capitalists. In a way luck had favoured them for here within their grasp was one of the fabled treasures of the lake. As for an human lives were concerned it belonged to them. But—and it was a big but—the Great Spirit had placed it within the keeping of the sea. For three hundred miles to the east there is nothing to break the great sweep of the wind. And when all the call of the storm the legions of the deep came forth, the little treasure island disappears—utterly lost in the spume and froth of the breakers. Where was the man or company of men who would presume to defy these giant powers and remove this jewel from its setting?

The men composing the Montreal Mining Company were conservatives. They were willing and ready in the pursuit of wealth to raze hills and tunnel mountains, they were ready to sink shafts through the solid rock until they could feel the earth's internal fire. In such cases the appeal on to be encountered could be measured and provided for, but they shrank from measuring their strength against the unknown power of the wind and sea. Therefore they accepted an offer of $225,000.00 and transferred Silver Islet and a number of surrounding mining locations to an American syndicate headed by Alexander H. Sibley of New York.

Here begins the active history of one of the world's most famous mines, a history more dramatic in its details than novel ever conceived.

It seems that when an unusual task is to be performed, when a Man is wanted the time and necessity with unerring instinct bring him forth. Here was a Hero clean task and the first throw of the dice turned up the man a modest mining engineer William B. Frue.

There is something strongly calms about Lake Superior at no so little an inch and canvassing In August and September and often later, it is usually in a peculiarly gentle mood. Like a great tiger it stretches itself in the warm sun and purrs and sleeps. It is so beautiful and seems so harmless, yet beneath this calm and gentleness you can see the giant muscles swell as the great rest extends and contracts its slaws in pure enjoyment of its latent power.

On one of these perfect days, September 1 1870, Superintendent Frue, with machinery supplies, a crew of thirty men and a great raft of timber arrived at Silver Islet. There was not a ripple on the surface of the water. The basaltic ledges of Thunder Cape even to the features of the Sleeping Giant were duplicated in the water below. But Superintendent Frue knew the lake, he knew its moods. Thus one might lose a day a week, perhaps a month but not much longer at any rate and then!——

There was the Skull Rock, a mere foothold, a tiny island into which the shaft must be sunk down into the bowels of the earth while around it bucks the angry waters of this heroine of the sea. To sink that shaft and guard it against the fury of the Lake was Superintendent Frue's task.

It was finally decided to encircle the Island with a crib of timber filled with rock to break the force of the waves, while a stone and cement coffer dam was to furnish protection for the immediate mouth of the shaft. With feverish haste the work was pushed ahead night and hours was a day's work. If only the cribbing could be got into place before the autumn storms began, all might be well. One week, two weeks, a month passed and still the Great Lake slept unconscious of or in contempt of the puny efforts of the human ants on Silver Islet. Day after day the sun rose as out of a mission and sank unclouded behind the shoulders of the Sleeping Giant. Five weeks the cribbing was done the shaft was being sunk, and every day the precious metal was coming to the surface. Six weeks seven weeks! The human ants were beginning to feel secure in their new abode. Then came the 26th of October.

It was three o'clock in the afternoon when the wind began to blow strong from the north-east. In half an hour the Lake right to the horizon line was white with foam. "It's coming at last," said Frue "but we are beat first and I think we can stop." When the second shift quit work at six o'clock the waves were leaping the east breakwater, deluging the men outside the coffer dam. From the rocky shore of Thunder Cape came the boom of the surf like a rolling cannonade. The little plunging tug had just arrived with the third shift

wet to the skin. The cribbing on the windward side was already trembling with the impact of the waves. Stalwartly to remain would be useless and might be suicide. It was the first trial of strength and the result to the mind of the superintendent was at least doubtful. Orders were therefore given to all hands to go ashore. There was little sleep for Superintendent Frue that night. He had secured first soundings, he had been given first play, he had made the utmost score — now the sea was taking a hand in the game. All night he walked the beach and listened guessing as best he could the progress of the battle. How the breakers roared how the wind howled and shrieked as wave after wave came home!

Before sunset the wind had laid down and by ten o'clock the sea had subsided to a sullen, underswell. Frue promptly set out to the scene of the conflict, and his heart sank at what he saw. Two hundred feet of the breakwater had been carried away, the cofferdam was a partial wreck, and as if in rebuke, the storm had filled the shaft to the brim with the rock of the cribbing.

The Company had agreed to give Frue a bonus of $25,000.00 in addition to his salary on condition that before September 1 1871 the first years of operation, he mined and shipped ore to the value of $250,000.00 an amount to cover the original purchase price and the bonus. On the morning of October 27 that bonus appeared to Frue as distant as the moon. But under the apparently crushing defeat he lost neither his heart nor his head. He had learned something from the storm. He had learned something of the game as it was to be played by his antagonist.

All hands were put to work, the cribbing was rebuilt and strengthened, the cofferdam was restored and the debris removed from the shaft. The sea remained quiet. Mining was resumed and by the last day of November, when navigation closed, the plucky superintendent had the satisfaction of knowing that $100,000.00 worth of silver ore had been shipped down the lake to Montreal. Hardly had the vessel with the last shipment got away when the mercury dropped to ten below zero. The Lake froze heavily in places, and then from the southeast came another storm.

It was a frank attack and this time the sea, on if maddened by the persistence of the invaders, brought up its artillery and hurled tons upon tons of ice against the cribbing which crumbled like an eggshell before the tremendous onslaught. But the awful battering defeated its own purpose. The accumulation of ice soon formed a breakwater against which the waves beat and their fury. For three days and nights the storm raged; then the sea smoothed out again and Frue took

stock of the mine. The officials remained but most of the ribbing was gone. The foreman often looked over the wreck remarked "You cannot make anything stop here" but Pete thought differently.

Nature is the greatest of engineers, and he who would oppose her must adopt her plans and be ever ready to profit by a hint. The ice gorge gave Pete the key to the situation. Taking advantage of the winter and the ice he threw out a breakwater, facing the southeast. The structure had a base of twenty-five feet, was twenty feet above the surface of the water and was backed by cribbing filled with the debris from the mine. Work was prosecuted both on the ground and on the defenses with little interruption until March 8th. Then the Lake gathered its forces for what seemed not only another assault but the commencement of a campaign of enmity latent. Masses of ice as large as the islet itself were hurled against the groaning fortifications which were soon driven bodily up the incline towards the center of the island. Waves after waves leaped the breakwaters and it seemed that the lake would at last succeed in regaining the whole of the lost territory and in driving the invaders permanently from the ground. Storm succeeded storm during the entire month, each assault more terrific than the last. There was no rest for the miners day or night. Every interval of calm was employed in repairing the breaks and in strengthening the weak places. At last apparently defeated the great lake withdrew its forces and the superintendent for the first time drew in his breath even to 25,000.00 hours and it was not for all. At the close of the first year the cleanup showed a gross output of nearly one million dollars. The bonus was immediately paid. There seemed to be no longer any danger from the storms. From all appearances the lake had given up the contest abandoned the treasure to the spoilers who during the next two years took out another million in silver.

Silver Islet had become one of the wonder mines of the world. The little island, the bare Skull Rock had grown in the meantime to ten times its original size. It extended to the outer breakwaters and supported not only the upper works of the mine but machine shops, storehouses, and permanent quarters for certain employees of the mine. From the eastern angle rose a lighthouse, while on the lee side were built great docks and breakwaters for the protection of the new important shipping. On the shore a town had sprung up, a town with churches and a schoolhouse, great reducing works, dwellings for the miners and neat cottages for the families of five hundred workmen.

Frue was the magnate who had wrought the change. He had found a barren rock e mile from the shore of e howling wilderness, and in three years had made it the center of one of the most important enterprises on the continent. The treasure he sought was guarded by the most powerful and treacherous of natural foes but he met every emergency and at the end of three years was the apparent conqueror. But Nature never gives up e battle.

Ages ago es if in sentient antagonism of what was to come the lake had run e subterranine underneath the Island. The main shaft had reached the depth of 300 feet when this countercurrent was struck. The imprisoned waters under the enormous pressure leaped forth fiercely driving the miners from level to level. Despite the work of e four inch pump the water rose at the rate of ten feet an hour. Another six inch pump was installed but the two working day and night could barely keep the waters below the fifth level. An order was dispatched for a pump with a twelve inch plunger but before it could arrive the lake made one more effort to demolish the upper works. A double attack from above and below seemed to have been planned. All previous storms were diwarfed. They were mere zephyrs, compared with the fury that the new swept down from the north east. A breach was et once made in the breakwater and sixty feet of the structure carried away. Before the damage could be repaired another assault carried away 300 feet of the cribbing with the blacksmith shop and 5 000 tons of rock. So violent was the wind that refuse rock flew about the island like brickstones. Fortunately the machinery remained intact and the pumps were kept going. At last the storm died away, the mammoth pumps arrived and slowly the waters in the mine were put under control. It was e well planned attack and the defenders won by e margin so small that an accident however slight would have turned the scale.

It was soon after this that Superintendent Frue left the employ of the company and disappeared from its history. The fortunes of this remarkable mine for the next ten years need not be recounted. It differs but little from the history of other mines. Deeper and deeper drove the shafts and wider and wider extended the stopes and levels. In constant fear of the sea and wind above the work went on. Some years the output ran into hundreds of thousands. Then again it would hardly pay expenses. At last there came a year when the output came short of the operating expenses. The indications were as good as ever but somehow the ore in hand did not seem to pan out well. The stockholders were called upon to make up e deficit. There was grumbling and discussion. Rich

ore to the value of half a million dollars was visible in the roof of the first level but its removal had hitherto been regarded as dangerous. Now however plans were decided upon to put in a false roof and remove this hide.

The main shaft had now reached a depth of 1200 feet below the lake level. Gigantic pumps driven by powerful engines were kept busy holding back the insidious sea. Storms might arise and wreck the upper works but storms outside and the ravages of the sea can be repaired but this eternal assault from beneath could be resisted only by tireless energy that never slumbered. Let the throbbing engines cease their work let the pumps but stop for a day and the battle of years would be lost.

It was November 1884 and the coal was running low Only a few hundred tons remained in the sheds on the Island and the hungry furnaces would soon devour that. But more was expected any day—the winter's supply had already left the Lower Lakes, it should be somewhere on Lake Superior now Day followed day—it did not come It was getting late and navigation might close at any time Work went on as usual some slight accident had delayed the steamer The coal was sure to come, the miners told each other Day and night was heard the monotonous thud, thud, of the pumps but all the time the coal was getting lower—lower and the sea was wanting waiting

It was an anxious Christmas for the folk of Silver Islet that Christmas of 1884 There was hoping against hope for the arrival of the looked for steamer What if it should not come! Could it come now! The cold was intense and already the sea had formed six inches thick in the bays and the ice field was creeping out into the Lake from which rose like steam from a mighty caldron huge banks of nebulous clouds.

The New Year came January 1 1885 and no coal But instead there came a dog team from Duluth bearing the bitter news that a drunken captain with a cargo of a thousand tons of coal for Silver Islet had allowed his vessel to be frozen in the ice at Houghton. The furnaces were put on half rations in the vain hope that something might happen to bring relief But at last came a day when the fires went out, and the exultant sea reclaimed its own

Thirty seven years have passed since that fatal day a generation has come and gone but no attempt has been made to fight back the sea and reopen the mine. The island and the village that once stretched for a mile along the shore are abandoned and desolate The great engines and hoisting houses on the island are rusting where they stood The light

house has long since disappeared. The docks and harbour-works are rotting. They are at peace with the sea which in contempt has given them even to the slow torture of time. Down in the shafts and galleries where men once worked, fishes stare with unblinking eyes of the slimy walls. On the mainland the great reducing plant with its batteries of stamps and vanners is rapidly going to decay. Grass and briers grow in the abandoned street and at night hedgehogs hold high revel in the silent church and owls hoot from the rickety tower.

Why has this mine with all its possible wealth of silver ore been left in the possession of the sea? I know not. The old carter-taker once told me strange stories of strange doings. He told me that sometimes when the air is full of light, when the wind sleeps and the placid sea reflects the great blue bowl of heaven, the surface of the Lake will suddenly heave in long, low swells and then smooth out again. Then, as from the depths of the earth, came low rumbling sounds, muffled and indistinct like a fan off somewhere. He told me, too, that at night, when the storm comes from the east and the air is filled with blinding wrack, ghostly lights flit about the treasure-island, and in the lulls of the wind you can distinctly hear the rumbling of a hoisting cable and the rhythmic pulsations of a ghostly engine.

I fear that years of almost uninterrupted solitude may have warped his imagination. Be that as it may, the fact remains that this silver fleece is still guarded by a dragon that never sleeps: the omniscient power of the sea.

CANADIAN PACIFIC RAILWAY CONSTRUCTION IN 1875 AT FORT WILLIAM

BY JOHN KING

Contract No. 1, dated October 17, 1874, was made with Sifton, Glass and Fleming for the construction of a telegraph line between Fort Garry and Fort Pelly. Contract No. 2 dated October 30, 1874 was made with Richard Fuller for the construction of a line between Fort Pelly and Edmonton. Contract No. 3 dated November 19, 1874 was made with F. J. Barnard. The contract called for the construction of a line between Fort Edmonton and Cache Creek. Contract No. 4 dated February 9, 1875 with Oliver Davidson and Brown, provided for construction of the remaining line from Prince Arthur's Landing to the Red River.

To connect the Canadian Railways with the North west an Order in Council dated November 4, 1874 advanced a Subsidy of $12,000 per mile for an extension of the Canada Central Railway from Douglas westward to the Eastern end of the branch the railway proposed to be built from Georgian Bay by the Government being about one hundred and twenty miles.

Contract No. 13 dated April 3, 1875 was made with Sifton and Ward for the construction of a railroad from Fort William to Lake Shebandowan a distance of forty five miles. Lake Shebandowan as surmounts was changed to Sunshore track 42½ miles and completed in 1876. Contract No. 14 of the same date was made with the same firm for the construction of a road from Selkirk to Cross Lake 77 miles which was not completed until 1880. Contract No. 15 dated January 9, 1877 with Joseph Whitehead for the grading of a line from Rat Portage to Selkirk 132 miles was finally made.

In order to make available the water stretches between Lake Superior and Rat River work was commenced on the Fort Frances Canal in Rainy River District in 1875. It was planned to make available 200 miles of navigable water between Kettle Falls and Rat Portage for steamboats of moderate draught. After an expenditure of $200,000 the work was abandoned. Reports appeared as the progress of surveys made possible definite discussion as to location. The choice of Yellow head Pass gave a definite objective for a line from Lake Superior. The report of the surveys of 1877 located a satisfactory line, from the standpoint of the various factors affecting the success of the road from Lake Superior to Tete Jaune Cache. In 1878 Burrard Inlet was recommended as a terminus and adopted by an Order in Council of July 13, 1878. To complete the connections with Georgian Bay Contract No.

12 dated February 27, 1875, was made with Hon A. P. Enstee for the construction of a road to the mouth of the French River 85 miles. The contractor proposed the improvement of the navigability of the French River to a distance of 26 miles from its mouth making the terminus at that point. The contract was cancelled, an additional survey was made and Contract 37, dated August 22 1878 with Henry Cheetham and Flood for the construction between Nipissingen Post and the Head of Navigation on French River was agreed upon. This was cancelled on July 25 1879 and given up uncompleted in 1880. Contract No. 25, dated June 7 1878 with Purcell and Ryan for the grading between Sunshine Creek and English River, 80 miles and for track laying between Fort William and English River was not completed in 1880 after an expenditure of $1,346,000. Contract No. 42 section A dated March 7 1879 with Marks and Conmee for the construction between English River and Eagle River 118 miles and section B dated March 20 1879 with Fraser Grant and Pitblado for the construction between Eagle River and Keewatin, 67 miles called for completion in 1882.

In the summer of 1879 Conmee and Marks had the contract to build the roadbed to Eagle River. J. S. Hamilton, Peter Ray and myself were in charge of building the road and hauling the supplies for the contractors on that contract.

Many incidents occurred during the building of this road which meandered through mountains, valleys and swamps. I remember a corduroy or pole road that was built over Prossier Swamp about half a mile long. These poles were cut in the woods and carried on our shoulders to cover this swamp where the supply was to go over. Another very interesting incident was the five carloads of glycerine we took on the train from Fort Arthur to Ridley Siding. The engineer was J. Costello, the fireman Jack McCartney and myself in charge of the train. Bob Craig who was conductor followed at about a distance of five or ten miles, but should anything happen he could find the precise where the explosion took place. The man who really was in charge of this glycerine shipment was George MacDonald M.P. We left Fort Arthur about 10 a.m. the first day and went as far as Savanne where we spent the night. The second day we left at 6 a.m. and went to Ridley Siding where we left the five cars. This glycerine was hauled from Golf River to Section B under contractors Fraser Grant and Pitblado. It was to be used in blasting the rocks in Section B. The bonus they gave me to take the five cars of glycerine was $50.00. You can imagine what risk I was taking for this amount. The only time I was afraid was

when I took out the pins to uncouple the cars from the engine I said to the engineer "Please go slow when you pass those cars." Then I said, "Good night!"

This tote road was the only trail made while building the C.P.R. to the west.

The end of the road for this section was built as far as Eagle River.

Contract No. 16, dated June 10, 1875, with the Canada Central Railway, provided for a change in the eastern boundary between Pembroke and Nipissing, giving a total subsidy of $1,440,000. Reliance of the Government on advice of the engineers in location of this line was a cause for considerable trouble with settlements, and of considerable embarrassment. A petition was presented on April 17, 1873 urging the advantages of Prince Arthur's Landing as a Canadian Pacific junction with Lake Superior. The choice of Fort William was made the occasion for another petition on February 26, 1875.

Charges were made that the Government was in league with land speculators, and a Committee of the Senate did reveal the fact that extravagant prices had been paid. The Neebing Hotel, worth $3,000, was sold to the Government for $5,023. Land purchased at $5.00 an acre was sold at $500.00. One valuator of the Government was also a member of the Land Speculation Company. The Government took steps to prevent speculation, but only after the mischief was done.

A further protest of Fort Arthur, on March 19, 1878, led the chief engineer to insist that the shortest route was desirable and a six mile extension was unjustifiable.

You will note the cost of the Neebing Hotel $3,000 and sold for $5,000. The hotel today could not be built for less than $20,000, because it was well constructed and a big building. You will also note that land was expensive, although it was are comparing it with prices of today, it was cheap even at that price. There must have been a few grafters at that time but I feel ere we have not improved any in that respect at the present time. The politicians had to make some fuss to make political capital but I believe at that time we had better politicians than we have now. I also believe they were more sincere than they are today, because they were not asking as much. They were satisfied with a smaller amount. Today they are making millions and we call them "smart fellows". The Prime Minister then was getting $5,000 a year, but an ordinary Commissioner appointed by the Government today gets from $10,000 to $20,000 a year. It goes to show that the people do not bother as much about the amount of taxes they pay. Then they were far more careful as to how they imposed taxes on the tax payers.

THE CONSTRUCTION OF THE C P R. LAKE AND RAIL IN 1878 AT THE FRENCH RIVER

I was working on the cutting of the right-of-way and there was also eight miles of steel laid there. A general election took place in that year when Sir John A. Macdonald came into power, and he abandoned the construction of the Lake and Rail and closed all work. I had been working for three weeks and received the amount of $8.00. We were working for $1.25 a day. I left the French River and took the steamer Wahbuno to Collingwood, then took the steamer Frances Smith from Collingwood to Prince Arthur's Landing and went to work on the C P R. construction there.

The change of policy of the Government in 1880 and the inadequacy of the engineering staffs, were evident in other directions. The terminus at Fort William was expensively and inadvantageously situated. Reports and minutes of evidence taken were put before the Select Committee of the Senate appointed to inquire into and report upon the purchases of lands at Fort William for a terminus for the Canadian Pacific Railway. On the advice of the Engineer-in-Chief large quantities of rails were purchased in 1875. Later the prices fell and in addition a great deal of waste was caused by oxidation. The difficulties were enhanced by an almost undue reliance of the Government on expert advice. A change of policy decided upon by the engineers for permanent construction on Contract No. 15 was carried out in spite of the Government's determination not to do it. The Premier against his better judgment accepted the choice of the Engineer-in-Chief of the terminus at Fort William. This reliance of the Government on advice of engineers, the inadequacy of the advice and the inexperience of the Government itself occasioned considerable difficulty with tenders and contractors.

The Governor-General the Marquis of Lorne in 1881 came through Port Arthur and Fort William to Wahigon and from there went by water to Section A west of Eagle River where he took the train to Winnipeg. The train that took him from Port Arthur was made up of a caboose box car and two decorated flat cars with seats of planks. On our way west we had dinner between Bonner and Flaxon at Twin Lake. Lunch was spread on the grass and each one helped himself. The crew in charge of the train were J. Costello engineer, Jack McCaskrey fireman, Bob Craig conductor and myself as brakeman. We went right through to Wahigon

on the same day It was a beautiful day The Governor-General wore a grey suit with a large brimmed grey linen hat or better known as a "turtle hat" He was a very young man and very hospitable toward us He was going through to the coast and was one of the first Governors to see the C P R. under construction from coast to coast

Winnipeg was only a village then in fact the head quarters of the railway was at Selkirk in 1881 In 1882 the C P R was connected with Winnipeg Pat Doyle of Glengarry with Pat Purcell the contractor my brother Peter and myself were on the train, which was the first train to go through under construction to Selkirk and Winnipeg The engineer who took up from here to Selkirk was J Costello and the late Joe Avan Fremon The C P R. then took the road over and had to repair and ballast it from here to Winnipeg to put it in running order A large extra gang was placed on the road, also boarding cars Then the track was ballasted, raised and lined up, and bridges repaired and strutted, telegraph lines lined up Water tanks and section houses were built, and at every divisional point a round house was built to take care of the equipment

A few notes on the traffic of the Canadian Pacific Railway may be of some interest

In the year 1889 and 1890 388,755 passengers were carried, and in 1921 15,318,598 Thus shows the increase in traffic and that the railroad was enjoying a fair business. The freight carried from 1901 to 1921 was 7 195 813 to 28 710 606 tons The grain carried in 1901 was 32,927 488 bushels and in 1921 175,506 119 bushels. In 1901 the flour carried was 3 735 373 barrels and in 1921 11 718 510 barrels. Live-stock carried in 1901 was 945 586 head and in 1921 1 612 049 head You can judge by this that the railways finances were steadily increasing

Other items carried in 1901 were 2 206 970 tons and in 1921 7 016,876 tons Lumber carried in 1901 was 889,214 646 feet, and in 1921 2 382 570,398 feet This shows that all natural resources were showing rapid development Fire wood carried in 1901 was 204,818 cords and in 1921 504 838 cords

EQUIPMENT

In 1901 there were 363 conductors vans and in 1921 there were 1,337 vans Locomotives in 1901 numbered 708 and in 1921 2,255 It shows that the equipment was increasing and there is a great deal more than that today

EARNINGS

In 1883 freight earnings were $3 755 915 and in 1921 $128 849 445 62. Passengar fares for 1891 amounted to $5,459 789 50, and for 1921 $41 595 885. Mail earnings in 1891 were $516 089 45 and in 1921 $2 969 258 50. We can see by the abo l service that Canada is rapidly developing and o prosperous future is to be expected

Railway expenses for 1882 were $1 148 296 35 and in 1921 $168 859 114. There is no doubt but that with this great improvement Canada will continue to improve and this is due to the C.P.R. and other railways of Canada

The first crop of grain handled from the Western Prairies was handled at West Fort William The grain was unloaded from the cars to o large shed on the bank of the Kaministiquia River by wheel barrows and reloaded in the spring from shed to boat in the same manner I took part in the loading of the grain from shed to boat.

The second crop was handled the same way only that there was a large shed built of East Fort William so called at that time, and when the C.P.R. left Port Arthur and came to Fort William I built the main line from West Fort William to Port Arthur I took the rails up where we connected the main line at Port Arthur to West Fort William, where today the Canadian National Railway has its main line and I also put in the first Industrial Site at Graham and Home saw mill from where all the lumber at that time was shipped to the Western Prairies I also put in the first trestle in Elevator A which elevator the C.P.R. are asking tenders to tear down

At that time when Elevator C was built we thought we had a wonderful equipment for handling the grain It was certainly o great improvement to handling it by means of wheel borrows. How many wheel barrows would it take to handle the western crop of today? Now we have what we call a modern way of handling grain, and Elevators A and C are completely out of date, as the wheel borrows were when we built these elevators. We can easily see what Fort William and Port Arthur will be at the Head of the Lakes when the Western Prairies have a population of five to ten millions These two harbours will be covered by elevators, especially on both sides of the Kaministiquia River from Point Demarons to the mouth Then these cities will become the greatest of Western Canada, and also our great prospects of minerals undeveloped will build them up All these great accomplishments were made possible by the building of the C.P.R. and C.N.R. Our future cannot be measured It is left to every individual to do his bit.

FIRST THINGS IN PORT ARTHUR

BY F. B. WILEY

Lieut. Henry Wolsey Bayfield, R.N., in charge of the survey to outline the shores of Lake Superior spent the Winter of 1821-22 in Thunder Bay with the schooners "Beaver" "Otter" and "Musk..." employed by him in the performance of this work.

These schooners were owned by the American Fur Company with headquarters at Presque Isle (Marquette, Mich.) his own ship being below St. Mary's Falls in the Sault river

This survey was completed during the years 1821-24 and is known as the most remarkable work in the history of hydrography

The first steamer to enter Thunder Bay was the American ship "Julia Palmer" carrying Thomas Gummersall Anderson whose mission was to negotiate a treaty with the Ojibway Indians of Lake Superior. The treaty was concluded by the Hon. W. B. Robinson of Toronto, in 1846 and is known as the Robinson Treaty

The first British bottom under steam to enter Thunder Bay was the tug "Dart," Captain Duncan McEachern

The first official notice taken of Thunder Bay was when Henry Giudman an officer of the H. B. Company was instructed by the Government to report on an exploratory expedition from Thunder Bay to the Red River in 1856. His chief assistants were Simon J. Dawson, C.E. and Professor Henry Youle Hind both of whom submitted valuable reports on Thunder Bay as a harbour

The expedition had its base at the mouth of Current River and it was then, and for many years after known as the Northwest Station.

Work on the construction of the "Dawson Road" was begun by the Government in 1869 then known as the "Red River Road" with Simon J. Dawson C.E. as superintendent of construction

Colonel Wolseley (later Sir Garnet) landed at what is now the foot of Arthur Street on the morning of May 25th 1870, on his way to the Red River to quell the half-breed rebellion of that date having an armed force of 1200 men proceeded west over the Dawson route Colonel Wolseley named the place Prince Arthur's Landing in honour of Prince Arthur (later Duke of Connaught) then serving with the forces in Canada

First Post Office opened in 1870 known as 'Thunder Bay' D M Blackwood, postmaster The office was known as Thunder Bay P O until March 1884.

The survey of the village of Prince Arthur's Landing was done by Hugh Wilson O L S and completed in December 1871

The first railway to enter Prince Arthur's Landing was the P A L & Kam Railway constructed by the Municipality of Shuniah for the purpose of connecting with the C P R at the Town Plot of Fort William in 1876.

The C P R. was completed to Winnipeg in 1882 and to Montreal in 1886

The C N. was completed to Winnipeg in 1905 and to Toronto in 1914

The first grain elevator was built at Prince Arthur's Landing in 1883 by the C P R.

The first Manitoba wheat was shipped through Thunder Bay via Prince Arthur's Landing in September 1883, being a cargo of 10,000 bushels on the steamer "Erin" Captain J Clifford

The first coal handled for shipment to western points was delivered in September 1882 by the schooner "F L Danforth" Captain Cummerford

Town of Fort Arthur incorporated March 1884

City of Fort Arthur incorporated March, 1906

First Reeve P J Brown 1873

First Mayor of the Town of Fort Arthur Thomas Marks, 1884

WHEN FORT WILLIAM WAS A CAPITAL

(From the Montreal Standard)

During the years of trade rivalry and often of open hostility between the Hudson Bay Company and the younger North West Company the former brought in its goods and carried its furs home to England by Hudson Bay, Hudson Street and the North Atlantic Ocean the route that it is now proposed to restore in commerce.

The North West Company had its base in the east. The principal shareholders of the company (partners as they were called) had their homes in Montreal and the goods imported from England to be used in bartering with the Indians were brought to Montreal by ship and carried to the west in canoes although the first stage of the journey was for many years made in carts. The carts hauled goods nine miles from Montreal to Lachine at the head of the famous rapids. The two great waterways took over part the St Lawrence River coming down from the Great Lakes and the other the Ottawa River flowing down from the west and affording a direct route to the centre of Canada beyond the Great Lakes.

The canoes of the North West Company usually proceeded westward by way of the Ottawa River, the Mattawa river the portage that led to a stream flowing into Lake Nipissing across the lake down the French River end of which they passed into the Georgian Bay of Lake Huron. It was the route that Champlain had followed on his first visit to the Great Lakes in the autumn of 1615 and it is the route along which some day may be constructed the Georgian Bay canal.

Having reached the Great Lakes the flotilla of the North West Company heavily laden with goods and supplies, skirted the north shore threaded its way among the islands of the north channel of the Georgian Bay entered the straits, and so came to Sault Ste Marie where the company maintained a large trading post. Then the flotilla passed into Lake Superior and after much toil at the paddle came to the Head of the Lake and entered the Pigeon River flowing from the west.

Not far from Lake Superior rapids obstruct the navigation of the Pigeon River. Here was the Grand Portage which led from the head of navigation on the Pigeon River to the beginning of navigation on the waterway made up of Rainy Lake Lake of the Woods and several other smaller lakes and their connecting rivers. The large canoes in which the goods were brought up from Lachine did not go beyond

the eastern end of the Grand Portage. Over this long and rough portage the goods and supplies were carried by the hardy voyageurs from the east to the west who met here during the early weeks of each summer.

At the western end of the Grand Portage the goods were loaded into the smaller canoes used on the western waterways, and transported to the vast prairie region of the central west. The journeys of some of the voyageurs who each summer set out from the Grand Portage did not end until the voyageurs were among the foothills of the Rocky Mountains.

The days of greatness of the Grand Portage came to an end. The country to the south of the Great Lakes became part of the United States and for some distance west of Lake Superior the Pigeon River became the international boundary. Living on the south side of the river the Grand Portage ceased to be British territory and the North West Company began looking about for another base on the Great Lakes.

In 1785 the company sent out an engineer named Edward Umfreville to find a site for a new fort and trading post on British territory. He travelled far and visited many places but found none that he thought more highly of than the banks of the Kaministiquia River which enters Lake Superior about twenty miles to the northeast of the mouth of the Pigeon River. Because of the certain commanding advantages this spot was selected as the site of the new fort. The River was found to be deep, easy of access from the Lake, affording a safe and spacious harbour.

And so the North West Company established there a base on the Great Lakes, and called it Fort William in honour of William McGillivray the principal partner of the company as a shareholder was called. Where that fort and fine trading post were built almost a century and a half ago now stands a busy city, one of Canada's chief grain ports on the Upper Lakes and the seat of thriving industries.

EARLY DAYS AT FORT GARRY

BY JOHN CHRISTIE

Few people who visit Winnipeg to-day, and see the beautiful Hudson Bay Company store costing about six million dollars, have any idea what Old Fort Garry was in the early days. In 1830 the northern department council held at York Factory passed this resolution. The establishment of Fort Garry being in a very dilapidated state, its situation not sufficiently central, much exposed to the spring floods very inconvenient in regard to the navigation of the rivers and in other points of view, it is resolved that a new establishment to bear the same name be formed on a site to be selected near the lower end of the rapids for which purpose tradesmen be employed or the work done by contract as may be found most expedient, and as stones are found near on the spot these materials be used being cheapest and more durable than wood.

My grandfather who was then chief factor in charge of York Factory was appointed Governor of Assiniboia and Chief Factor in charge of the Red River District under Sir George Simpson, Commander-in-Chief of the Hudson Bay Company.

During 1835 and 1836 instead of abandoning the commanding site at the forks of the Red River he created thereon a fort of stone with a frontage of 280 feet on the Assiniboine River and a depth of 240 feet, with high bastions at each angles loopholed for musketry and pierced for cannon with neat and substantial stones dwellings offices and barracks thereon. Afterward to the stone fort he added during his second term as governor a square about equal in size in the area of the stone part, the wall being of big square logs laid horizontally and pinned together. The only remaining part of Fort Garry now in existence is the old stone back gate of the otherwise modern addition to the stone part, built in 1835 and 36. Many people living in Winnipeg to-day are of the opinion that the gate now standing was the front gate of Fort Garry. This is erroneous as in later years a larger building in the rear of the Fort was erected to the government which was used by Governors Archibald and Alex. Morris as their official residence and this time-honored gateway was then entrance.

Just fifty years ago this June I entered the gates of Fort Garry as an apprentice clerk, and was in residence at the Fort from 1874 to 1882 when I was appointed to the management of Norway House District. Fort Garry was

just like a little town within itself. The Company had their own blacksmith tinsmith carpenter etc. and everything was run just like a disciplined army. There was a mess for the clerks, and a mess house mess for the men and everything was in apple pie order and everything went by bell from seven A.M. to six P.M. when all hands quit work. (You might be interested to know that while you were working in the office the fire alarm bell would ring and all hands would dash.) Altogether three generations of the Christie family have given something like two hundred and fifty years of their lives to the interest of the shareholders. Upon the formation of the Northwest Council of Canada my father who was then respecting chief factor was, along with Donald A. Smith and other gentlemen of high standing in the country appointed a member and as such became entitled to the courtesy title of "Honorable".

When my father retired from the service in 1874, he was selected by the Prime Minister of Canada, as one of the Commissioners to make the treaty with the Indians of Saskatchewan. The other members of the commission on that memorable occasion were the Hon. David Laird Minister of the Interior, Hon. Alex. Morris Lieut.-Governor of Manitoba, and the Hon. James Mackay.

NE-NAW-BO-ZHOO—MIGHTY MAN

BY IVAN SWIFT

(From the Dearborn Independent through the courtesy of the Editor)

Our Ojibway neighbors have been imaginative children of nature weaving fabrics of pretty legend and religious myth. They too have striven to answer the eternal question of why we are, whence we come and whither we are bound and why and where is God.

Not knowing even the little that science has taught nor being read in ornamental visions and prophecies they have woven quaint fancies and consistent allegory. They have their maker and doer of all things good and bad, and of all things not otherwise explained. The heart of their mythology their mighty man on earth about whom most of their legends gather was Ne naw bo-zhoo.

The story is that the great and invincible deity Gitche Manitou, would have a son to rule the earth for his people. A virgin lovely and faithful the sunshine and angel of the tribe, abode with her grandmother. To her the good spirit came and she was delivered of two children, the first, Ne naw bo-zhoo the wondes child, the wizard the other his brother the stone boy an inhuman monster whose birth cost the life of his mother Spring-Wind.

The stone child fled to the woods and became a wonder on the face of the earth. When Ne-naw bo-zhoo had grown to manhood and heard the story he vowed to pursue and destroy the stone man and thus avenge the death of his mother. Through ages of hardship and hypersentience Ne-naw bo-zhoo prosecuted his task often approaching so near to his stone brother as to strike pieces of flint from the monstrous body thus causing a flash of lightning and a roll of thunder. In this way the flint stone was scattered over the face of the earth and proved a blessing to the early arrow makers and fire burners.

At last the stone man was overtaken and laid low on the lakeshore near Grand Traverse Bay, and the body lies stretched there a mass of flint known as Stony Point, forever a monument to the valor of Ne naw bo-zhoo.

Wa-wa-sa-sa, son of the chief counsellor of the Garden River reservation and himself the greatest Pau pon kee wis of the Hiawatha drama thus tells the story:

When I was a small boy I heard story from my grandfather. He was old man, die long time ago. I wish I can remember all them story. He tell me about Ne-naw bo-zhoo

Ne-naw bo-zhoo was great quant, very little very big He do everything good, everything bad. He make the sun come up. He make the rain. He freeze over the river. He can change to beaver or bear or mouse in a minute. He is every where all the time. He chase his brother all round the world. He make the willow red for baxes and baskets. He make the we quit to grow on the rock for food in the winter. He whip the maple tree to turn syrup to water so his people have to work for it. He spit the birch bunk, and make the pitch in the pine tree to use for canoe and wator bucket. He make the rabbit wa-house, to sleep with his eye open and the blue jay to cry out some danger in the woods.

He is always hungry. One time he invite all the duck to dance in his lodge. Then he tell them to shut them eye and dance hard to keep warm. After while they get dizzy and Ne-naw bo-zhoo grab up and ring them necks. Bimeby one duck open his eye little bit and see that. He scream. Ne-naw-bo-zhoo is killing us. Everybody fly away. Ne-naw bo-zhoo kick him and break his back down so he can only dive but not fly. So he is great diver after that. His name is called Sin-ge-bush, bob diver.

One day Ne-naw bo-zhoo say to his wife, We got no food. We go call on the Woodpeckers. They got. Mrs. Wood pecker clean out big kettle. Mr. Woodpecker put two bone in his nose and red feather on his head. Then he climb up tree and peck with them bone. Bimeby nice fat corn fall out that tree. They have good dinner. Come away again. Ne-naw bo-zhoo he forget his glove on purpose. He call back to send boy with his glove to-morrow.

To-morrow come Mr. Woodpecker think there is some trick. He tell the boy be careful. Don't go in Ne-naw bo-zhoo tepee. Boy will throw glove. No no. Ne-naw bo-zhoo say. Des I throw gloves. Get wet in the snow. Come here with glove. Boy go near. Ne-naw bo-zhoo say. Your father good to give dinner. Tell your folks come to my tepee to dinner to-morrow. We got lots to eat. Boy go away. Next day Woodpeckor family come to Ne-naw-bo-zhoo to dinner. Mrs. Ne-naw bo-zhoo clean big kettle. Ne-naw bo-zhoo put red leaf in his hair and two dam bone in his nose. Then he climb tree and peck hard in tree like Woodpecker. Bones go through his head. Everybody laugh. Woodpecker say. What you do? Kill yourself? Let me show you how to do that. Then Woodpecker take bones climb up tree peck lot holes in tree. Make nice music in woods. Bimeby corn fall out the before. That's what Ne-naw bo-zhoo want. He gets good dinner again.

First place Ne-naw be-zhoo had big black dog called Thunder. One time dog go down to lake to drink water. He didn't come back. Sea god suck him in I guess. Ne naw bo shoo was pretty mad. He take sharp spear get in boat, go out on lake. He say out "Sea God I defy you I defy you You steal my Thunder dog I defy you. Miche la ne gwe.

"After while big fish come up—smash them boat all oliver. He swallow Ne naw be-zhoo while Ne naw bo-shoo hang on to his spear. When he is ready he stick spear in whale's guts. Whale go crazy, swim round make big waves (Now this lake make big waves Indian say. Miche la-ne-gwe—he's mad.) Bimeby big fish run up on shore—Ne-naw-bo-zhoo come out—run away.

After while all sea animal want to come up on sand to get sun, but Sea God he's afraid of Ne-naw be-zhoo into sand sea serpent out to look for Ne-naw be-zhoo Bimeby sea serpent come back and say I see only black stump on beach I don't see Ne naw bo zhoo. See God say. You go wind roun the stump,—squeeze tight. May be Ne-naw-bo-shoo. Sea serpent go out Wind round stump—squeeze tight. Ne-naw-bo-zhoo pretty near squeal out he don't squeal Sea serpent go back and say He don't squeal. Then Sea God send nee tiger to stump Sea tiger go scratch head in stump Ne naw be-shoo pretty near cry this time but he don't cry Tiger go back, say I find only stump I don't find Ne-naw be zhoo. Then all the sea animals go out on beach to get sun They have nee pacuas Bimeby sharp arrow come from stump hit big polar bear in side. Then they know that this is Ne naw bo-zhoo turned into stump He have to run away Bimeby he meet Mr Frog on road—look like doctor, eyeglass medicine case thermometer I suppose Ne-naw-bo zhoo he say "Nine zaun ing Where you go to-day? Dr Frog say "Polar Bear get hurt I go doctor Polar Bear. Ne-naw-bo-zhoo don't like this very much, so he kill Frog, take off his skin put on himself go doctor Polar Bear himself When he get there he say "I have to pull out arrow little bit every day Then you live. But this medicine man he push in arrow little bit every day Polar Bear die Ne naw bo-zhoo take bear skin and run away.

Then Sea God know that he got quack doctor He's pretty mad. He makes big waves to run all over the land to drown Ne-naw-bo-zhoo so he don't make some more trouble Bimeby Ne-naw-bo-zhoo meet Mud Hen. He tell Mud Hen to drink up the waves so he can get away Mud Hen try to drink up the waves Pretty she's too full she's hurt Then waves go on again Ne-naw-bo-zhoo he run fast he's pretty tired He see Badger dig hole, fill up hole behind with dirt Ne naw be-shoo tell Badger take him in hole till wave go over

Badger take him in all right When he come out he is glad he don t drown He threw Polar Bear skin on Mr Badger (After thet Badger always have white stripe all round)

Bumeby water all over the earth Ne-naw bo-shoo he a got no land to be king He build big boat, take in all animals, birds everything he a get. Long time he float round on big water Bimeby he call Beaver He say You best diver in world You go down get some dirt I have to build another world Beaver he bite on that nice words He dive down Bimeby he come up all puff He a dead Few days more Ne-naw bo-shoo call Muskrat to go down get dirt Muskrat go down long time Bimeby he come up dead, but Ne-naw bo shoo see she s got one little paw close tight. He open little paw,— he find some dirt hold tight in little paw! That a way he make another world Land God and Sea God, don t fight much now any more

THE MOUNTAIN CHAPEL

BY EUGENIE ROBIN

On the first of September 1885 as shown by the Mission records, the Rev Father Joseph Hebert, of the Society of Jesus, then Superior of the Indian Mission across the River at Fort William chose the site on Mount Mackay for the erection of a sanctuary dedicated to the Sacred Heart which was to serve as a place of annual pilgrimage In the same records we also find that there were pilgrimages to that site on the 9th of September 1886 the 2nd of July 1887, and the 24th of July 1888 It was not until the 10th of September 1888 however that the erection of the chapel was commenced The chapel was built by the Indians of the Mission under the supervision of the Rev Father Hebert Mount Mackay stone being used in its construction

The site selected on Mount Mackay by Father Hebert was a truly enchanting spot situated on a plateau in the solitude of the mountain side where a solemn stillness pervades. Here the people of the Mission and others made their annual pilgrimage and held services in the chapel This pilgrimage was one of the most delightful imaginable I have one in mind at which I was present one beautiful June day in 1902 Friday the 13th being chosen.

Leaving the Mission at 8 30 a.m. accompanied by Sisters St Philip Magdalen, and Catherine of St Stanislaus Fort William and Sistars Ignatius, Ambrosia Matilda Dionysia of the Mission, Father La Marche and Brothers Lemire and Langevin also of the Mission and Brother Rousseau of St. Patricks some Indians and a few whites from this side of the River we began to march to the foot of the mountain ascending by a winding path with shrubbery on either side through which shone the bright light of the morning sunshine until we reached the plateau where the chapel stood under the shadow of the summit rock There service was held by Father La Marche which lasted nearly an hour After mass came the hours of recreation with laughter and mirthful chat Lunches were spread, and sitting in the sheltered spot on that beautiful mountain land overlooking the surrounding country lunch was enjoyed to the fullest extent as only those who have taken this trip can imagine

After the luncheon hour a few of the party attempted to climb to the summit This ascent was sharp and tedious, but once there a glorious view was obtained The lookout was grand Yonder in the sunlight reposes Thunder Bay

ning through the country runs the Kaministiquia River in a serpentine course. A panorama of the town and surrounding district spread before me. The air was pure and clear. From the summit the splendid voices of the Brothers with a few of the Indians said hymns to which those from the chapel below responded. The sounds of their voices echoed through the silence of the woods. The celestial home seemed nearer than elsewhere in this quiet peaceful solitude. Much of the adjacent scenery arranged by the hands of man for beauty and soul inspiring scenery it seems naught to be compared to that wild rugged scenery where nature reigns supreme where no puny hand of man has dared to invade its sacred precincts.

We descended again to the chapel to join our companions and there was amusement awaiting us which was strange to some of us who had not attended before and which I will try to describe.

The Indians had a peculiar habit of giving Indian names to the whites who attended any of their gatherings in the woods or mountains for the first time and the few whites whose attendance was the first were each to be given a name. I in company with another and an Indian woman guiding us by the hand marched around to the tune of an Indian war song while we were given our names in Indian. Father La Marche having a knowledge of the Indian tongue translated the meaning of the name into English. Nassinpigogo Light of Day was the pattoresque name given me. I cannot recall the other names but they were all equally interesting. This ceremony was amusing in the extreme. Nevertheless, amusing as it was, one of the Sisters a gentleman that at St Stanislaus school could not be induced to go through this performance those peculiar Indian customs held no charm for her.

I must not dwell longer on the enjoyment of this journey it must be taken to be appreciated, and it was with reluctance that the word was passed down,—"All ready for home!" Casting on the landscape from the mountain brow we took a parting glance at the sylvan beauty of the scene below and retraced our steps homeward fatigued but having enjoyed the journey immensely with a longing desire to return again to this enchanting spot in nature's solitude.

Alas, many changes have taken place since the beginning of our story. The chapel is now only a memory, for with the removal of the Mission to make way for the progress of our growing city the mountain chapel was abandoned and only the ruins now remain. Those ons by one Fort William's historic landmarks are disappearing

REMINISCENCES OF A VAGABOND

BY FRED M. DELA FORCE

1863 and 1864

I am not really a vagabond, although for the space of a year and a half I deliberately cut loose from the humdrum existence of a life in the backwoods in order to see something of the world outside. Perhaps it will amaze my readers to learn that fifty years ago the wilds of Canada were filled with newcomers from England who had arrived in Canada filled with the high purpose of carving out homes for themselves, and who brought with them not only considerable sums of money but an education and trained intelligence somewhat higher than is generally credited to the ordinary backwoodsman. They were mostly men from the great English public schools trained for nothing in particular but whose early hopes for the army or navy had been dashed to the ground by their inability to pass their examinations. Nine-tenths of them were gentleman and right well they lived up to the traditions in which they had been reared by spending all their money in order to give themselves airs in the new community. I am not ashamed to say that I was a remittance man and that I spent all my money because it was one of the best things that ever happened to me as it forced me to rely on my own resources at an age when I was forceful enough to strike out and do something. It would take too long and be a thing to do with the particular phase of my travels and adventures which I am here recalling to give an extended account of the manner in which I reached Port Arthur. It will be sufficient to say that after spending four years and a half in the wilds of Parry Sound during these of which I had paid a gentleman (an Englishman) £100 per annum to instruct me in the mysteries of chopping, logging and a few other useful but unlucrative pastimes, I suffered of the monotony and mosquitoes and determined to pass a short time in travelling through the North West Territories. I had spent nearly all my money so I determined to hire out with a surveying party to survey townships in the Province of Alberta. After a summer's work we found ourselves back in Winnipeg, stranded for want of money owing to our surveyor having departed for parts unknown and taken his money bags with him. It was then the month of November the weather was decidedly cold and as I had no cash to buy warmer garments I was compelled to parade the streets of Winnipeg day after day seeking work in clothing that was

deadedly the warm for wear and ill adapted to withstand the biting breezes of that region. I had a friend, named Hall who hailed from Sutton on the shores of Lake Simcoe and who was in the same predicament as I was being out of work and penniless, and I remember how we used to trudge the streets day after day and slink into bar rooms in order to get warm at the stove when we found the temperature outside too frigid for comfort. I like to recall those days because I have always treasured the memory of kindnesses I received from men whom I casually met in my wanderings through the city. One of these was a young fellow called Frank Lean an Englishman like myself. We discovered a bond of unity in the fact that I had been at school with a connection of his named Church a son of Phoenix Marryat by his first marriage. She afterwards married Colonel Lean, father of my friend. Many were the tales that Lean told me about the novelist Through all the intervening years I have treasured Lean in my memory as one of the truest hearted and kindest friends I have met. After I left Winnipeg I lost sight of him and have never heard of him since. But I met many others, some of them seniors of the nobility, others ordinary individuals like myself but all grapped by the same dimon of nothnit, those who had money drinking themselves to death and those who had none praying on those who had. There were a choice few who held aloof, but they were in the minority. I am thankful to say that I never had an overweening love for liquor as I survived the ordeal, not through excess of virtue but simply as Dr Johnson would have said through stark insensibility. After a writus of discontent during which Hall had been lucky enough to land a job of carrying clothes round for a laundry and I had obtained more strenuous employment by taking a job of bucksawing wood in the back yard of a German Jew named Shantz from Berlin (Kitchener) we met together to discuss ways and means. Our confarence led us to apply at the C P R. offices for work down the line on our way homewards. We were given employment, with free passes to get to our destination at the Plot now Fort William. On counting up our worldly wealth we found it to consist of 75 cents, all of which belonged to Hall as I had been bucking cordwood for my board and lodging and had nothing. We agreed that we could make the 75 cents do till we got to Fort William and that by purchasing that worth of gingerbread and washing down our meal with water we would feel the equal of the wealthiest in the land. Gathering our worldly possessions together and bidding an affectionate adieu to my generous hearted employer who was kind enough to tell me that he was sorry to part with me and

would take me back at any time I shook the dust of Winnipeg from my feet, determined that the next time I landed there it should be in very different circumstances. We managed to keep body and soul together with the gingerbread and when we got to our destination at "The Post" as Fort William was then called, we were told off to shovel coal on the C.P.R. trucks and advised to board at the Neebing House a big white-painted wooden structure standing close to the banks of the Kaministiquia River. That was really my first introduction to the truly seamy side of life. The beds were beyond measure filthy and the company was worse. Amongst an agglomeration of Swedes, Russians, Negroes, Dagos and cut-at-the-knee Englishmen, Hall and I soon found our lot was not a happy one. After two days heavy shovelling on the trucks my right hand developed a felon and I had to rely on Hall to lend me money enough to keep going till I was well again. He obtained work for the two of us in a cordwood camp run by Graham and Horn, steamboat agents and wood merchants and after a few days helping in the kitchen I went into the woods and started chopping wood. I was an adept at chopping as I had already had three years or more experience of it in Parry Sound so it was not hard for me to earn enough to pay Hall back what I owed him and pay my board full besides.

We put in a strenuous time in that camp as the choppers were an unruly outfit and would fight at the drop of the hat. I had an early experience of this when I got into trouble with a man who had stolen my socks. They were the only pair I possessed and I had dried them under the stove to dry when I came in from work at night. When I looked for them I found them covering the pedal extremities of a giant named Jim McGrath. Not to enter too closely into details I got back my socks, but only because Mr. McGrath was so astonished at my hardihood in heeding him that after throwing me over his head on to the red hot stove (he was the champion wrestler of the neighbourhood) he put me on my feet and handed me over the socks. "Young man," he remarked "You've took me when I'm feelin' good natured. If you'd took me when I was feelin' real ugly I'd have knocked the daylights out of you.—Here's yer socks." As I was only anxious to regain my belongings I was quite pleased when he returned them. He always took my side afterwards and helped me out of many a tight place with the other ruffians in the camp.

We managed to put in the winter fairly comfortably and then, thinking we would better our condition, hired further up the river to chop wood for Sheriff Carpenter. As my

memories of Sheriff Carpenter and of his son are not particularly pleasant ones I shall only say enough to remark that both Hall and I were very pleased when we bade that gentleman and his enterprising son farewell. We were both compelled to carry our trunks down the line towards Port Arthur and seek another boarding house as the Sheriff genial gentleman had told us that we needn't hope to pass the night in his establishment seeing that we had thought fit to give warning and we were therefore no longer in his employ

I can see ourselves now, each carrying a trunk on his back, wending our way down the road to Port Arthur looking anxiously for any sign of a boarding house to rest our tired bones. Ten o'clock at night is scarcely a propitious time for seeking an abode and we found ourselves compelled to pass the night sitting on our trunks by the side of the road sleeping as well as we could in that unenviable position. Hall was getting pretty well fed up with this vagabonding and yearned for home and a bath. He said to me "Look here Delaroose aren't we two blazing idiots to be voluntarily cutting ourselves adrift from civilization in order to see how the other half lives? As soon as I get to Port Arthur I'm going to write for money to go home." I was more than half inclined to agree with him but the last far advanture was strong within me and I told him that though I would be sorry to part company with him I intended to put in one year at any rate before I returned to the backwoods

We trudged into Port Arthur next morning and with what little money we possessed we purchased knapsacks and saw horses and started soliciting jobs in the bush yards of the wealthier residents. By night-fall we had managed to strike employment and also to gain an entrance into a passably clean boarding house not one of the sort that charged ten dollars a week but clean and cheap nevertheless

We used to sally out every morning with our saw horses on our shoulders and at the end of a few weeks were fairly conversant with the back premises of the houses of the Port Arthur gentry. But this was Hall's expiring effort. He wrote as he had threatened to do and on receiving money from home took the first steamer back to his people. We parted from each other with regret. He had been a good friend to me and possibly I had been a fairly good friend to him but it was hard work saying good-bye to him. Henceforth I was thrown entirely on my own resources and in order to make assurance doubly sure that I should have to work in order to live I deliberately sent home a Letter of Credit for £25 which a compassionate uncle had remitted to me from England

I sometimes felt sorry that I had succumbed to such a fit of exuberant self reliance. However as events turned out, such a token of independence did me good with the powers at home. My first act after bidding good bye to Bell was to hunt around for something more elevating and remunerative than sawing wood. I had always had a penchant for writing and immediately on my arrival in Port Arthur got busy and dashed one or two poems for the periodical of that day, the Port Arthur Sentinel. They were accepted with many thanks and so each hit through their agency I became acquainted with Mr. Stilwell the Englishman who was then owner or editor of the paper. I shall never forget my first meeting with that gentleman. He had been pointed out to me as editor of the paper so I made bold one day when I had my sawhorse on my shoulder to accost him and ask him if he could oblige me with some literary work. After talking a few minutes he was kind enough to say "I see that you are an Englishman like myself and of course I am always anxious to help a fellow-countryman in this case more particularly so as I see that you are a man who has not been brought up to saw wood. Come round to my office at 5 pm and I shall have a literary job for you." I thanked him heartily and he said with a magnificent gesture, "Don't mention it my dear fellow pray don't mention it—it will be one of the happiest days of my life if by any means in my power I have been able to help a man in distress."

I see in no distress but I did not think it necessary to enlarge on that point and hastened to bedeck myself in all the finery I possessed in order to present myself in a becoming manner at the office of the paper. Having nothing much beyond a stean collar and a dirty shirt and trousers, I went the round of my friends and managed by dint of great effort to collect together a complete outfit. It was a variegated assortment. A pair of trousers from a man called Gavey who was 6 feet 5 and abnormally thin, a shirt from a man who took a 16 collar and a red tie brand new from a freckle-faced youth lately arrived from Ireland. When I look back at that time I see elements of humour in it but I was in a very serious mood and most strongly imbued with a sense of my importance when I arrived at the office arrayed in my borrowed plumage.

I waited patiently and after about fifteen minutes, Stilwell came into the room and saw me sitting in his editorial chair. "What the?——" he exclaimed but recognizing the occupant of his sanctum, he added "Oh, yes DeLaFosse, you've come for that job haven't you?" I purred in a pleased manner that I had. "Well," he said, "I am afraid that you

wou t find much in it at first but you know one has always to begin at the beginning and climb upwards to the stars. That's the way I had to do and look at me now and he patted his portly frame till it resembled a barrel. "Now" he continued, what I want you to do is to carry these papers round town The pay won t be much as we are not able to pay as much as we would like but there is always a chance for a raise for a good man" I was eghast—all my dreams of blossoming out as an editor and influencing the world faded out into the ewigkeit and it was with a very crestfallen look and humble voice that I asked him how much there was in the job Well he remarked leaning back you are not like some of the useless young devils I ve had round me lately I'll make it worth your while and say $8 a month without board My first impulse was to tell Mr Stilwell that his ever whalming generosity was too much for me and that I could not possibly bring myself to accept such a munificent offer but on second thought seized with the spirit of adventure and seeing that I knew nobody I said "Wall I'll try it for a week anyhow—give us the papers.

I only lasted one night In the course of my round I had to enter a grocery store and had laid the paper on the counter and was just turning to go out when the clerk stopped me and called out Say young feller is that the Sant uall?" I blandly replied that it was "I've a blamed good mind to knock you the vooth sheuted that paper hesn t been delivered for six weeks past "Oh indeed" I replied "Get out of here he cried "and don t you cause me any Pm n t going to get out of here" I answered "until I have found out whether you can kick me out" There were no more papers delivered that night In less time than it takes to write we were having a rough and tumble fight on the floor and the evening s edition was scattered about in every part on of it. First one than the other would be on top and we rolled about and mauled each other in the most approved style of ruffianism Finally we rolled right out of the store into the street and fought in the gutter In about five seconds a howling mob had collected and I was told afterwards that amongst them was the Chief of Police en Irishman of the name of Burke who was an paying the spectacle as much as anybody It was only when an old lady came along and tapped him on the shoulder and told him that he ought to be ashamed of himself allowing such goings on that he took a hand in the game and with the aid of one or two bystanders dragged us apart In was a fine shap was Burke all he said when we were separated was "Get away as quick as you can" We took him at his word—The clerk vanished into the store and I sneaked up a

bye street to my humble lodging We were a terrible sight both of us, covered with mud and gore and our clothing ruined I am happy to say that when brighter days dawned for me I was able to make the acquaintance of the clerk and found him not such a bad fellow after all Next morning I went to Stilwell and told him that I resigned the job I told that I was not yet fully qualified to light in the purse ring and that when I did I would do it under different auspices. What he needed was a John L Sullivan on the staff I sent him a piece of verse afterwards which he did not publish to emphasize my ideas on the subject

I returned to my sawing finding it infinitely more lucrative and free from strife I had an uneasy time of it with my friends when I had to inform them of the damage to their clothing They were inclined to be nasty about it and said no kind things and wondered when I would be able to make good the injury However I was able to pay them back in a short time as another letter of credit happened along and I was able to indemnify them After some months of back sawing I had the good fortune to meet a Mr Furlong a Land Surveyor who was interested in surveying mining locations and having made known to him my desire to obtain a change of employment he very kindly offered me a place with him on his surveying staff This proved to be the end of my financial worries for he paid me $3 a day one dollar more than any of the rest were getting owing to the fact that I was an expert chopper which was what he was in need of

But my adventures in Port Arthur were by no means over I had made friends with a Mr Romaine Wilson, a gentleman of roving proclivities with a wide knowledge of liquors who like myself was on his beam ends and taking whatever job came into view We lived together in a little lodging house where we hired a bed room and took our meals wherever it pleased us Wilson sometimes came with us on short surveys if he was fortunate enough to be in a healthy condition when we started on our treks, but as he so often celebrated the good luck of landing a job by getting drunk the night before we often had to go off without him

We often left poor Wilson at home We were away about two weeks engaged on a survey in the vicinity of the Rabbit Mountain Silver Mine which was owned by a half breed of the name of Oliver Daunais under whose auspices the party was engaged in making further locations. Daunais was with us and so was his father in law an Indian chief, a fine old man of the name of Chestataw e Cuppawa. We had a fairly strenuous time on that survey and I shall never forget having to carry a man on my back 7½ miles through the woods to

the nearest camp. He had severed an artery with an axe and if it had not been for my knowing enough to make a tourniquet by means of my handkerchief and a stick he would have bled to death in the woods. He weighed 180 pounds and as there was no road and I had to make my way over hill and dale through swamps and across rock-strewn rivulets and sometimes even over gorges where a single tree felled across proved to be the only bridge it may be gathered that it was a real task. It took me all day, but I accomplished it and had him landed safely in the Fort Arthur hospital which was situated at the foot of the Ridge and was under the care of the Roman Catholic Sisterhood.

My memories are very hazy of that particular survey because on my return I took my washing to a Chinaman to get washed. He handed me a piece of paper with some hieroglyphics on it and I went home happy. At the end of the week I went for my clothing and was handed back a handkerchief and a collar which did not belong to me. As the Chinaman could not talk a word of English and I was equally ignorant of Chinese our palaver came to nothing and I invoked the aid of my friend the Chief of Police in the discussion. Nothing came of that either and the Chief told me that I had better be content and not sue him as nobody could understand the man anyway. On my remarking that I didn't see why a Chinaman should be allowed to go scot free after virtually robbing a man, he said pleasantly that the best thing I could do was to take it out of his hide and he guessed the magistrate would treat the thing leniently. Common assault was so common in those days, owing to the squabbles amongst the navvies that a mere misunderstanding in which a Chinaman might get his head broken was looked upon as a joke, a good thing for the Chinaman in showing him that he was in a free country. He could steal your clothes and get off with them and you could, on the other hand retaliate by breaking his head and get off with that. I went home in a very dejected frame of mind and poured out my woes into Winona sympathetic ear. "Leave it to me, old man" he observed. "I'm not going to see you stuck—just watch your uncle." He went out and I settled down in a chair to cogitate over the matter. In about half an hour an emissary from the Police Court presented himself at the door and handed me a note. It proved to be from Winona telling me that he had been landed in jail for turning the Chinaman's laundry upside down and turning the Chinaman himself into the road. He asked me to come and provide bail for him so that he might be able to get home and have his tea in peace. I went to the Police Court and didn't have much trouble in arrang-

ing with my friend the Chief to let Winane out of the cells. He appeared next morning before the magistrate and was let off with a small fine. In speaking to me about his experience of the incident he said that he had got so tired of trying to make the Chinaman understand what he wanted that he simply took him by the scruff of the neck and threw him out of doors and then proceeded to gather up such articles of attire as he thought I might require in order to make good my loss. As these would have been the property of various unknown individuals it seemed hardly the proper method of procedure. However the matter blew over but I never got my clothes again.

A very interesting man whom I met on my varied excursions into the woods was a Captain Walpole Roland, a retired English army officer. He was a friend of Fenelon's and used to be of some service to him in an engineering capacity. At that time Captain Roland was a man of about fifty five years of age slight and sinewy and with a decided taste for strong drink. He had had many hairbreadth escapes in the wilds, among others, he had been the sole survivor of a landslide in the vicinity of James Bay. He had also had a narrow escape from death in attempting to cross from Red Rock to the mainland a feat which he accomplished successfully but his dog was drowned. To-day after so many years interval I learn that Captain Roland is still alive and hale and hearty after passing his hundredth birthday.

Another good friend of mine was George McVicar whose death I noticed in the papers a few years ago. He was an old timer at Fort Arthur and I think was a near connection of the Moberly family or of the McKellars. Then there were Russell the land surveyor and Frank and Tom Keefer lawyers, and Wink also a lawyer. Munro another lawyer and Neil MacDougall a well known resident of the town. I remember being invited to a dance at his mother's house and going in a pair of trousers and a dress coat borrowed from my six foot five friend, Gevey. It was an awful ordeal as when I entered the room to make my bow to Mrs MacDougall, the strain proved too much for my attire and I had to spend the rest of the evening with my back studiously kept to the wall for fear of exhibiting the damage done to my unmentionables. As a wall flower I proved a success for I talked to two or three ladies who seemed astonishingly lacking in partners, and apparently glad to have someone to talk to. It was a great night.

My memories of Neil MacDougall and of Munro are most vividly connected with a certain First of July celebration when all sorts of sports were arranged for the proper

observance of the day. It has to be remembered that at that time Port Arthur was a very differently constituted place from what it is to-day. The town was simply over-run with navvies as the C.P.R. was in course of construction. The bars were wide open and there was a very considerable sprinkling of desperate characters. It can easily be imagined therefore that a First of July celebration was altogether likely to be a very lively observance. Amongst the sports on the programme was a swimming race from dock to dock and back again and there were also rowing and canoe races. The docks were simply jammed with navvies and other onlookers. In those days I was somewhat of a swimmer and the navvies also boasted a man whom they looked upon as a champion. Exactly what that was I forget. Only my own immediate friends knew my capabilities and they had generously put on the result of the contest. About twenty of us started in the race and only three of us kept on as soon as the swimmers struck the water. For about science commend me to Lake Superior water. I never felt anything like it in my life except when I broke through the ice once and was immersed up to the neck. The man then lay between a man named Paul Giroux an athletic individual who had once trained Hanlan and myself. The third man was a negligible quantity whose name and personality have escaped my memory. It was a fast race. We had to go fast in order to keep the circulation going. To make a long story short I won by a handsome margin, but for the balance of the day I was kept well in the background. We were informed that a bunch of roughnecks who had bet on the wrong man were determined to get hold of me so my friends had me away till the excitement had died down. I was pitted against Nail MacDougall and Munro with Paul Giroux I think for my partner in a canoe race, but they were too good for us and beat us handily. Perhaps of either of the gentlemen named some day item the event in question will be brought again to their memory.

Amongst my other recollections of Port Arthur is a very vivid one of a man called Barrett with whom I used to room in a little dwelling on Water Street. He was a terrible drinker and there were all sorts of pledges pinned up on the wall in our room which poor Barrell had taken at various times and had systematically broken. He was in the throes of another effort to lay drink when I met him and I can remember on the wall when I first entered his room being struck with the apparent firmness of will he evinced in regard to toping. I asked him to have a drink from a bottle in my possession but he said in a theatrical manner "Avaunt, I never take the cursed stuff." Then he pointed to the pledges on the wall

Don t tempt me, my dear Irland he said dont tempt me. I put the bottle away and after a few minutes Barrett called to me I m feeling very weak and tired to-day Do you know a little drop of that cordial of yours would do me no harm Remember your pledge I said and Barrett subsided We went to bed and in the middle of the night I was awakened by the sound of something gurgling from a bottle I sat up lit the lamp and discovered Barrett gulping down a generous draught of whiskey from a bottle he had secreted under his pillow Of course the end of that poor chap was disastrous. I think I am right in saying that he came to his end by jumping off the taffrail of the Butcher e Maid a vessel owned by a man named Smith, who was engaged in provisioning most supplies for the navvies on the different contracts down the line

A man named Healey used to keep the Shuniah House a hotel situated a short distance above Water Street, on a street leading to the Ridge where a number of the young English good for nothings used to assemble at night to sing songs and engage in other festive doings. Healey died and his widow started a boarding house A friend of mine named Massey and myself took rooms there and stayed for a considerable time One of the most embarrassing experiences I ever had occurred in that boarding house Surveys of mining locations used to take me away from Port Arthur for two or three weeks at a time and I was in the habit of coming back to the boarding house at all hours of the day or night Massey had occupied his room for months and as we were very close friends we used to make free of each other s belongings and walk in to greet each other in a thoroughly unceremonious manner On one occasion when I had been absent about three weeks I reached Port Arthur about three o clock in the morning and as was my custom, went straight to Massey s room I tiptoed in and wishing to give him a good scare I reached out and caught what I thought was Massey s hair and gave it a hearty pull Wake up I said. But to my horror an ear piercing yell from a woman rang out on the night air They had changed Massey s sleeping apartment during my absence and on this particular night a married couple was in possession of it The whole house was roused and I had an awkward time explaining my mistake Luckily the aggrieved couple were also friends of mine and everything was forgiven But I very much doubt if the lady in question will ever forget the fright she received on that night

I could ramble on at pretty considerable length and tell a number of exciting experiences, humorous and otherwise,

but it is almost with a feeling of sadness that the mind reverts to those days. One of the saddest of all experiences was when the Northern Hotel was burnt to the ground. I shall always remember that One poor fellow, whom I had known (I forget his name), a traveller for the firm of Carscadden and Peck of Winnipeg, had escaped and was out in the street watching the progress of the fire when he remembered that he had left some money belonging to his employers in his room. He rushed back but was caught by the falling in of the roof and burnt to death. It was a terrible ending.

Another memory that looms up to us of an attempt made one night by a half-starved young man to sandbag me. If he had been successful he would have been able to secure the princely sum of one dollar which I had carried that day by book-sawing; but he was unsuccessful and I managed to keep my dollar. He told me when I let him go that he had been without food for four days and was driven to desperation. I met him next morning at the corner of the street by Tom Marks' store and he was so shamefaced that he couldn't look me in the face. When one comes to think of it he had done nothing to be particularly proud of.

One funny thing that happened was when one fine day in summer a large party of young men and women started out for the Welcome Islands on a picnic. Whilst they were enjoying themselves a storm came up and the whole party were marooned for the night on one of the islands and had to shelter themselves as best they could. Possibly some of the older residents may remember that episode. There were many nervous parents in Port Arthur that night; reasons for the safety of their sons and daughters.

Our surveying trips took us into strange places. One of our engagements was to survey the stone at Thunder Cape as a gentleman from London, owner of one of the papers there, had come to the conclusion that it was good for paving stones. The Bay was covered with ice and the party started off to walk across to the Cape. I forget exactly how many miles it is distant from Port Arthur, but I know that it took us the best part of the day getting across as we had to make wide detours owing to huge cracks in the ice. It was glare ice at that and mighty hard to keep one's feet on. It was very cold weather and as we had no tents, the entire party made the best of things and built a roaring fire, curled up in their Hudson Bay blankets and went to sleep under the starry sky. During the night a red-hot cinder landed on my blanket and burnt a hole as big as a washbowl in it.

One peregrinations sometimes took us far afield In one of our trips we paddled and portaged for miles up the Nipigon River—a wonderful river filled with speckled trout We were within ten or twelve miles of Nipigon Lake I am well remember that our party was sought by Mr Remsen, the resident Church of England clergyman at the mission of Nipigon near Red Rock and treated to a sermon of more than an hour's duration It was raining but that mattered nothing to the zealous clergyman He stood it and made us all stand it too It was on that trip that I cut my knee and had to be paddled and helped over the portages home I was in the Port Arthur Hospital for five weeks recovering from the wound

A very interesting character whom I met at Port Arthur was an Englishman who went by the name of Dynamite Sutton He was a gardener, working for his living, like ourselves but his specialty was one that none of us would have cared to engage in He was engaged to cast dynamite to the various contracts along the line It didn't matter to Sutton how tough the rock was This way in which he would jog up and down the dusty line was a caution. I never heard of his being blown up in an explosion Fortune in this case certainly favoured the brave Another friend of mine was not so fortunate His invited me to spend the evening with him in his shack in the hills beyond Silver Current. I was unable to go and it was just as well Some nitro glycerine which he was thawing out at the stove exploded and sent him and his shack into widely scattered portions of the adjoining township

The last survey in which I was engaged was in the vicinity of Jackfish Bay We were to survey some copper and zinc locations there and part of our work consisted in having to carry our 160 pounds of quartz specimens up the banks to the lake shore for transhipment to Port Arthur for the purpose of having it assayed. I have carried rough weights in my time but that portmanteau load was the worst I ever carried Three miles through the Lake Superior woods, over boulders, down precipices and across deep ravines, without once laying down the burden taxed one's strength to the utmost At the end of it we were so exhausted that a man each bought a bottle of Northrop and Lyman's Vegetable Dyspepsia Cure at the local railway store and finished it to the last drop Perhaps it is needless to add that it nearly finished us But the alcohol in it was what we needed and what we simply had to have

I would like to add something about the size of Port Arthur and Fort William at that time but they were neither of them of great account either in size or importance. We chopped in the woods where some of the present large elevators in Fort William are situated and the biggest building

in the place was the old Neebing Hotel a white, wooden structure I suppose long since pulled down There were very few houses in the place and what there were were mainly those of Graham & Horne were the chief magnates of the place and Sheriff Carpenter I suppose cut a figure of some sort in the social scale I was not in the fashionable set at that time

Port Arthur was far larger than Fort William.

There are many names that occur to me as those of people whom I met during my short and hectic sojourn on the north shore of Lake Superior Amongst others that of Major Walsh at one time a noted member of the Northwest Mounted Police Rankin a brother of McKee Rankin at one time somewhat famous actor Oliver Dennis a French half breed who discovered the Rabbit Mountain Silver Mine Kreismann a splendid peasant Colonel Hay a banker Chisholm a hotel keeper Edwards and Webster accountants I remember Webster well a fine good hearted chap, with a strong propensity for borrowing and a weak propensity for paying Now and again others crop up but as the years go by the memory becomes defective and it is only those of whom for some special reason the remembrance of it lingers that spring out into the limelight

The day came when I found I had my fill of adventure and hardship It had proved a very useful experience I had gone out to see the world in the rough and found it rougher even than I had expected but it had cured me of one recurrent vice of the Englishmen I had started in with an overweening pride of my nationality and in the belief that an English man was the superior of any other creature on earth I had discovered that with a decent hounds such a pride was right and fitting but that it did not make the Englishmen per se any better than anyone else and that even in the outer ranges of civilisation there was being reared a race of men who could hold their own in the company of Englishmen or any one else

I returned home a chastened individual

JOHN McINTYRE

BY MISS ANNIE B. McINTYRE

John McIntyre was born August 8th 1817 at Glenorchy Scotland He came to Canada in 1841 and joined Sir George Simpson and party in Montreal They travelled from Lachine to Fort Garry in bark canoes manned by French Canadians and Iroquois voyageurs. Thence across the plains and over the Rockies on horse back to Astoria at the mouth of the Columbia River They visited San Francisco Santa Barbara and the Sandwich Islands From there they went north calling at different places and reached Sitka, Alaska, on the steamer Beaver, the first steam boat to sail the Pacific Ocean Crossing Behring Straits into Russia they journeyed on horse back across Siberia to Moscow, where they remained some time returning after twenty months of travel Many were the interesting stories told of this trip I remember his description of Lake Baikal where he went in for a swim as being "liquid ice" Returning with Sir George Simpson to Canada he visited many of the Hudson Bay Company's posts with him.

Fifty years later he crossed the continent again, this time in a luxurious Canadian Pacific Railway Pullman On this trip he saw the wreck of the Hudson Bay Company's S S Beaver at Prospect Point Vancouver, and was able through the kindness of the C P R. officials to secure some teak timbers from which he had a table made, which he valued very highly

In 1847 he married Miss Jane Stone and after some time spent at the Gulf Post was in 1848 sent to take charge of Brunswick House a post near James Bay where he remained for six years

Leaving Brunswick House with their family of four little girls three of them being born at this post they travelled by canoe to Michipicoten and thence up Lake Superior camping every night as of course they had to keep near shore in their frail craft. The Rev Father Kohler S.J. hagged passage with them from Michipicoten

Arriving in Fort William August 1855, Mr McIntyre remained in charge of the post, and later the District until he left the service in 1873, when the post was practically closed

In the early days the event of the year was the arrival of the Packet, a wooden box with sliding cover which was sent from Montreal with mail for the different posts It was opened by the officer in charge mail for his post removed,

sealed up again, and sent on by the couriers to the next post When the box was empty the out-going mail was forwarded in the same way to Montreal

For some years the only white people were the Hudson Bay Company s little colony at the Fort, and the Reverend Fathers Choni and Du Ranquet, near the Mission The latter was a missionary priest, and spent much of his time travelling Then came Robert McVicar and his family and in 1868 Captain Duncan McKellar and his family

Friendships formed in those early days between these three families lasted through life

At the Fort an event of great importance was the arrival of the inspecting Chief Factor, or Local Governor of the Company in the person of Edward Hopkins Robert Hamilton Donald A Smith (Lord Strathcona) Mr W J Christie etc

In 1870 during the Riel rebellion when the troops were being taken over the Dawson route in Fort Garry Mr McIntyre was of great assistance to Colonel Wolseley who was having great trouble and delay in getting boats over the rough Dawson road He recommended these being taken up the Kaministiquia River and over the H B Co s canoe route Colonel Wolseley did not think that this could be done but after some discussion agreed The boats ten at a time with troops and supplies were towed by a small launch from the Station now Port Arthur to Point de Meuron Here they were turned over to the Indian guides and thence by portage and the water route to the head of the Lake of the Woods without loss or damage Colonel Wolseley and his staff among whom were some men who later became famous as S P Redvers Buller General Sir William Butler Major Bolton and others, made many visits to the Fort and were entertained by Mr McIntyre and his family

In 1871 the S S Chiesra of Collingwood arrived with a large party of members of parliament and press representatives. General Sir Charles Wyndham a visitor to Canada at the time was with them Owing to a sand bar at the mouth of the River the party were conveyed in small boats to the Fort.

In 1872 Viscount and Lady Milton with their family physician arrived They wanted a quiet place for the summer The only available house was on Mr McIntyre's farm at Point de Meuron where they remained for some months and where their son and heir was born. Another distinguished visitor in this year was the Earl of Dunraven This was a busy summer In September one of Mr McIntyre's daughters was married to Captain John W Plummer she being the first white girl to be married in the district The top floor of one

of the store houses had been fitted up as a church and here the ceremony was performed by the late Archbishop Machray of Rupert's Land assisted by Rev Widmar Rolph Archdeacon Vincent and Rev Dr Bryce also being present On the last day of December 1872 the vanguard of the Canadian Pacific Railroad engineers arrived to run the line westward from Fort William These were Frank Moberly C.E. and E F Gordon C E

In 1874 the Governor General Lord Dufferin with Lady Dufferin and their young son, Lord Clandeboye and staff paid a visit to Fort William After taking luncheon with Mr McIntyre and his family they were shown over the Fort the old stone store built by the North West Company being of most interest This building had walls three feet thick iron shutters and roof covered with bright tin On these shingles many visitors names were scratched a few nails being kept handy for the purpose The liquors for which the Hudson Bay Company were famous, were kept on the first floor the furs on the second until packed for England and powder and the top floor In some of the buildings were many relics of the old North West Company flint lock guns, cutlasses a barrel of shoe buckles and many other things of interest to visitors

From time to time boats arrived from United States ports carrying many excursionists whose great desire was to see an Indian War Dance With a few gifts, a supply of food, and the necessary paint, this was soon arranged much to their delight.

When the Indians brought in their winter catch of furs they camped on the Island (No 1) across from the Fort where with their innumerable yelping dogs and beating of tom toms there was little rest for the light sleepers at the Fort

Many delightful and interesting people visited the Fort, among them a number of Americans Some of these returned year after year to spend the summer camping the wonderful fishing being a great attraction

When Mr McIntyre retired from the Hudson Bay Company he built a home on the bank of the Kaministiquia River, where the C P R Freight Office now stands near the Depot In 1899 he was appointed Indian Agent for Treaty Number 3 Indians travelling as far west as Rat Portage when distributing treaty money Later the district was divided differently

He had unbounded faith in the future of Fort William, and always declared that the Kam River would be a second Clyde He was instrumental in having the post office returned

to Fort William. It had been removed to West Fort William to accommodate the village which had sprung up when the C.P.R. made the place the terminal of the railway. The Postmaster General at that time fortunately was a personal friend.

On August 4th 1897 he was appointed Preventive Officer of H. M. Customs this commission being signed by Sir William Eyre, K.C.B., Administrator of the Government of the Province of Canada. In 1888 he was appointed Justice of the Peace. This commission includes Peter Warren Bell of Michipicoten so this Judicial District was the whole of Lake Superior.

He spoke English, French and Gaelic, and so was able to make himself understood wherever he happened to be. He was much interested in the mineral wealth of the district and made a fine collection of samples which were given by his daughter to the City a few years ago as were also the cannon which adorn the steps of the city hall.

While at Fort William three sons and one daughter were born to Mr. and Mrs. McIntyre.

Mr. McIntyre spent his declining years quietly at his home, where he was always glad to see his many friends. He died July 9th 1899 at the age of 82 years and two months.

PLACE-NAMES

(From the Toronto Globe, by A Bystander at the Office Window)

Some one with the time at his disposal and the ability to take infinite pains might do a great work for Canadian posterity by looking out and compiling the old Indian names by which different sections of Canada were known when the white man first came. We are not only in danger of never being able to discover the literary meaning of many Indian place-names but in some sections self-conscious inhabitants have actually succeeded in having substituted for the Indian names some term word or words neither musical nor colorful.

Toronto is an exception having changed from York to the Indian word meaning the Great Meeting Place. Fort Wilhem, on the other hand was known in the dim beginnings of its history when it was headquarters for independent fur traders, as Wen-an-ee-king. The spelling is one own and was formulated from the pronunciation given by an old Indian Chief now dead. He told us that Indians knew the original site of Fort Wilhem as Wen an ee king meaning the Big House the Big House being the headquarters of the fur company.

In like manner the Indian name for the river with the three months that empties into Lake Superior at Fort William has had its original Indian name Kaw maw new taw-quaw changed to Kaministaquia, which some writers would tell us was a combination of French and Indian language, and means "The river of many mouths." Old Chief Penassie of the Mission Reservation once brought another venerable Indian headmen to prove to us that Kaministiquia was really a corruption of the Indian name Kaw maw new taw quaw which word did not apply to the river alone but to the whole valley of Fort William through which the river flows. Its literal meaning in Indian was "The place where there is always plenty of game."

These are but a few isolated instances of the danger of losing the real Indian place-names as time goes on.

NAME OF DOG PORTAGE

One expects to find throughout Canada lakes and rivers with such names as Whitefish Sturgeon Trout Otter and Beaver implying that the waters in question see the habitat of these animals. Almost as numerous as these are the lakes and rivers bearing the name Dog but why they should be so called is not apparent. One outstanding example is one of

the fur traders' route to the West from Lake Superior which ascended the Kaministiquia river from Fort William, Ontario crossed Dog Portage to Dog Lake and continued up Dog river. Several explanations have been given for this application of the name according to a report of the Geographic Board of Canada

The first known reference to Dog portage is as "portage du chien" in an account by the Intendant Begon dated 1716 of a journey up the Kaministiquia river to the Lake of the Woods made in 1688 by Jacques de Noyon. The earliest explanation found by the Geographic Board was contained in the diary of a fur trader who, under date of June 16 1816 states that the name commemorates a tribe of Sioux who came to the region on a war expedition. He adds that the image of a dog is cut in the ground on one side of the portage and at that time was still perfectly visible

Keating the United States traveller who crossed the portage in 1823 explains the name as due to the figure of a dog carved upon the hill over which the trail passes and adds that "this figure is nearly obliterated." Keating notes that it is supposed to have been executed by a party of Sioux who had advanced thus far on a war like excursion."

Sir George Simpson, Governor of the Hudson's Bay Company who travelled west by this route in 1841, agrees that the name was first applied to the portage. He states that according to the traditions of the natives two enormous dogs having taken a nap at the top of the hill on the portage, left the impress of their bodies behind them "and certain it is" he concludes "that such figures have been marked on the turf"

SIOUX LOOKOUT

The name Sioux Lookout was given the village just across the bay from the high rock hill on Pelican Lake south of the Canadian National Railway

At the time of building the railway many Indians had came to view the vast changes taking place The oldest of the tribe, Chief Keesick (Deysky) now 108 years old, was asked by an official of the railway the name that he thought should be applied to the new station There was no village there yet, and the old chief said "Sioux Lookout," in the Ojibway This was interpreted to the official and the name was accepted. Later on the railway officials thought it best to change the name to a shorter one and the name Graham was chosen. The village then growing up held to the original and historic name

Chief Keesick when requested to explain how the name Sioux Lookout originated, took his listeners over the old and interesting story of how the Sioux chief of the northwest territories had sent some of his young warriors east to meet the Ojibways who were coming up the prairies looking for the handsome Sioux women to make them merry wives. The Sioux flotillas of bark canoes arrived at this very suitable looking camping ground below the High Rock Hill and it was here that while the Ojibways were coming down the lake now called Pelican Lake the coming Sioux spied them from the top of the High Rock Hill, whose young lookouts well armed with bow and arrow had been placed and invited the Ojibways to battle for supremacy and which of the two tribes should have the women. It is said that the battle was fought behind the steep and high Rock Hill, which yet can be seen and where some of the bones of the killed were found many years after. The remaining few warriors not killed narrated the story of the battle to their sons and Chief Keesick is one of them. Thereafter the spot was called Sioux Lookout or in the Ojibway Peesa-ootah-sha waah bah min."

(Told by J. D. Mackenzie District Manager of the Hudson Bay Company.)

ORIGIN OF THE NAME SIOUX LOOKOUT

Many years ago the United States Government endeavoured to make a treaty with the Indians who were to give up their land and go onto reservations. The Sioux of Dakota and Minnesota refused to do this and General Custer with a regiment of soldiers marched against them and massacred many of their warriors and their great chief. The balance of the tribe had to leave the country. They were prairie Indians but they came hundreds of miles through hilly country and dense forests fighting and taking the scalps of any tribe with which they came in contact.

The local Indians at that time were a mixture of Ojibway and Cree but the majority were Ojibway, and they were warned of this tribe of marauders who were on their way to attack them, so they gathered in the deep ravine at the north side of the mountain fully prepared for battle. The enemy quietly approached from the south both by land and water, thinking they were unobserved. Stealthily they climbed the mountain to survey the country for signs of the Ojibway. Suddenly a flight of arrows from the ravine assailed them, and many were slaughtered. The Ojibways, uttering their terrible war cries were upon them. Some were hurled down the precipitous side of the mountain, others were thrown in

the lake to drown and the remainder were taken prisoners. The captives were taken into the tribe and eventually inter married with them.

The Chief of the tribe of the Lac Seul Reservation is the great grandson of one of these Sioux Indians. The Sioux are a much darker race than the Cree and the Ojebway. The Indians ever since have called the mountain Ponix Chaupnoom ne in our language "Sioux Lookout" for the unsuspecting Sioux had climbed the mountain to look across the valley for the Ojebway.

(Told by Zella Wright, Sioux Lookout.)

INDIAN LEGEND OF LOCH LOMOND

(A tale of the early 70's told by one who heard it from the lips of the participants. From the Times-Journal of 1906, by E. Robin.)

One night when camping at Loch Lomond, away back in the seventies, I met an Indian who had travelled from Grand Marais on a hunting trip. He was short of food and we gave him a liberal supply, also a little eye-water which had the effect of loosening his tongue and he told me the following story. This story was told him by his grandfather and must have happened at least two hundred years ago.

One day a party of two Indians and three squaws arrived at what is now known as Dennistoun's situated at this end of Loch Lomond. There they built their camp, which consisted of two wigwams and a storage tent made of birch. One of the squaws, a young and beautiful girl had come with the party in search of an Indian brave named Big Wolf, who had told her that he would come back some day and marry her. At that time very few people visited Loch Lomond. The only ones outside of the Indians were a few white men belonging to the Hudson Bay Company who had occasionally gone hunting or fishing to those inland waters. Just at this particular time two white men were camping there. Their names were Fraser and Mackay. They had the Hudson Bay flag flying from their tent pole and the Indians at once made up to them, well knowing that wherever that flag was they would find friends. Nor were they mistaken as the Hudson Bay people and the Indians always worked amicably together. Well, when the Indians had made themselves known and told their story Fraser and Mackay at once told them they would help them. It appears that the young squaw already mentioned had come a long way and was anxious to meet her lover. She had found out that he was in the vicinity some where and asked the white men if they had seen him. Fraser said that he thought he had seen him some days before at the other end of the Loch where there was then a large Indian encampment. Next morning they all embarked in canoes, and two hours afterwards were at the place designated. On inquiry for Big Wolf they found that he was out hunting and were asked to see his squaw "Sun Kissed the Dew" which was the young maiden's name, grew very pale on hearing this but concluded to see it through and sent it over to where Big Wolf's tent was located. At the tent she met a woman and one little child. Mackay who was with

her asked if Big Wolf was around, and the squaw replied no and that he went out at sunrise and would not be back till dark Meekay then asked if she was Big Wolf's squaw and she replied that she was Sun Kissed the Dawn on hear ng this turned round and went back to the canoe where her friends were and told them Just as she was telling her friends Big Wolf came along and wanted her to come up to his wigwam but the girl could not see it that way and entreated her friends to move away, but they would not go She then replied to the white men who immediately put their canoe into the water with the intention of taking the girl back to Fort William Big Wolf seeing this, got two other Indians and followed the white men, keeping out of sight all the while The Lake happened to be very rough and Fraser and Meekay concluded to stay at what is now known as the Flatt Rocks, near Carp River through which stream they went in search of fish for supper While they were gone the Indians came up They had landed in a bay near by and found out the white men had left the girl alone beside the canoe Big Wolf caught the girl by the waist and flung her out, the canoe jumping in himself and bidding the others to follow Just as they pushed the canoe away from the rock Meekay and Fraser sprang out from the swamp on to the rock and Meekay unslung his gun, brought it to his shoulder and put the contents through the canoe causing it to fill up leaving the Indians in the water As they all could swim and the shore was only a few yards distant they soon got back to the rocks Fraser jumped up and caught Big Wolf as he emerged from the Lake The two men struggled together but the Scotsman got the upper hand and throwing the Indian on the ground drew his knife Meanwhile Meekay held the others up with his gun They did not seem to want to make any trouble and told the white men that if they were allowed to go they would go back to their encampment. Upon hearing this Big Wolf got furious, and Fraser's attention being drawn to the other Indians Big Wolf sprang to his feet and grasping his tomahawk made for Fraser, and would have killed him if Meekay had not promptly shot him down During the fight Sun Kissed the Dawn" was mostly unconscious but on hearing the shot she got up to her feet and falling down in front of Meekay said some words in the Indian language which Meekay could not understand but he raised the girl to her feet and told her not to fear as Big Wolf was dead and they were going away at once Fraser and Meekay proceeded to draw the now filled canoe from the lake and fix it as best they could with some gum taken from the pine trees and part of the dead Indian's clothing On reaching the

other end of the Lake they camped for the night. Very early next morning Sac Kissed the Dawn's friends came along and the whole party took the trail back to Fort William where they had to stay all winter

Mackay during the winter made the Indian girl his bride and next spring when stores were getting low he used to take a trip up what is now known as Mackay's Mountain every morning looking for the supplies promised them from the east. That is how Mount Mackay came to be known under its present name. Mackay soon after his marriage moved with his wife to Sault Ste. Marie where many of their descendants now reside

(Note—Mackay was a free trader, living in Fort William sometime between 1821 and 1867 so the suggestion that this incident happened "two hundred years ago" is, of course, wrong M.J.L.P.)

NORTH AMERICAN INDIANS

BY N M W J McKENZIE

Dear Madam and fellow members of the Thunder Bay Historical Society at their annual meeting in Fort William, Ont.

Having in past years read several papers before your Society, I have much pleasure at the request of the President to try and make one more contribution this time on Indians of North America—the origin and characteristics of some of the tribes.

Having lived and traded with Indians for the greater part of my life in the service of the Hudson's Bay Company, I have had exceptional chances for observation and research on this subject throughout the length and breadth of Canada. Any Indians that I have ever met have only tradition to support their many claims of origin and ancestry. Their only real knowledge of their origin is that they are here because they are here; they know not whence they came nor whither they go. So from research and pre-historic records in the mounds and rocks, it has been fairly well established that the Indians of North America are the lineal descendants of the "mound-builders" who lived on this continent long before it was discovered.

Christopher Columbus gave the name Indians to the natives of America because he thought he had reached India from Europe by the Western route. The opinion is now very widely held that the Indians are the descendants of people who migrated from Asia in a very early period.

In the course of many centuries they spread over the American continents and under widely differing conditions developed a great variety of manners and customs, and at the time of the discovery of America by Columbus were still in the Stone Age, lived in tents and log huts and subsisted mostly by hunting and the chase. In the State of Wisconsin are found the most extensive remains of mounds. These are constructed in the forms of eagles, bears, serpents and other animals which probably represent various tribal totems. It used to be thought that the mound-builders were an earlier agricultural and highly civilized race which the nomadic Indians exterminated, but it is generally held now that they were not conquered by, but were the ancestors of the historic Indian tribes. Some Indian tribes were found occupying the sites of mounds as late as a century after the discovery of America by Europeans. They had no domesticated animals except the dog.

The land lying both north and south of the Great Lakes and extending to the Atlantic coast was formerly inhabited by numerous tribes described by the general name of Algonquin and lived by hunting and fishing. The Indians of the Mississippi plain were hunters, living principally on buffalo meat. They housed themselves in skin tents and did not cultivate the soil.

In the Arctic region the Eskimos maintain a precarious existence depending for food mainly on the seal which they hunt from skin boats when the water is open and at other times from sleds drawn by dogs. Their numbers are small in relation to the immense stretch of land over which they range. They are thought to be connected racially with the Algonquins.

The United States Government dealt with the Indians by treaties up to 1878 and after that by Congressional enactments. In Canada the Government each year pays a certain amount of money known as "treaty money" and distributes a certain amount of provisions to every Indian on a reservation in accordance with treaties made originally with the various tribes. Industrial schools also are provided by the Government and are maintained by religious organizations. These schools may be attended without charge by Indian children in order that they may receive a training which will enable them to earn a living outside the reservation and so attain to privileges of citizenship.

The number of Indians in North America about the year 1492, was estimated at 1,115,000. This number steadily decreased until about 1900, but since that date an increase in the Indian population has been recorded so that in 1921 it stood at about 450,000 for the whole continent. The Indians in Canada number about 106,000 and their annual income from all sources amounts to about $12,000,000.

There are many other interesting things about the various tribes of Indians in Canada. There are still a few living on the Mnjmos Reservation at Port William who can claim to be the lineal descendants of the pre-historic Mound builders, and the original owners of the soil. But who were the pre-historic Mound builders? No one knows and no one will know until the Sleeping Giant awakes rises and stands on the top of Mount Mackay and there with outstretched arms proclaims in Thunder tones who his aboriginal and pre-historic ancestors were

THE SPIRIT OF THUNDER BAY

BY THE LATE W. W. VICKERS

Nanna Bijou in the liquid language of the Ojibways, indicates Thunder Cape the sacred abode of the Great Manitou. The inspiration of the great fresh water lake finds expression in the melodious words, "Nanna Bijou."

Nanna Bijou greeted Madard Chouart, afterwards known in history as Des Groseilliers Pierre Esprit Radisson and their fellow adventurers and fur buyers in the summer of 1662 and if the weary voyageurs ventured to paddle their canoes past the portal at eventide the guardian of the forest, rocks and waters saluted them with vivid flashes of forked lightning and sonorous reverberating thunder. In days of old before Mount Mackay and Thunder Bay were separated by nature's convulsions, Thunder Bay was landlocked. Now Nanna Bijou standing at the entrance welcomes with fleecy anger the visitors who approach from the far flung waters of Lake Superior.

Nanna Bijou saw the rocks and cliffs on the north shore of the Great Lake riven by the hand of man to enable the first Transcontinental Railway to forge the connecting link between the Atlantic and the Pacific Oceans. The spirit of progress was mightier than the god of nature. Nanna Bijou smiles on the great ships which plough the waters of the Lake and regards with favor the great white tiled tubular elevators which store the grain from the western prairies until it is transhipped to the grain carriers and because waters borne. The works of man to Nanna Bijou were good and worthy of preservation.

The religious concept of the Ojibways was a spirit god who ruled their minds and hearts from the rugged promontory of Thunder Cape sometimes known as the Sleeping Indian, and at other times the Great Thunder Eagle. The spirit that hovered over the Indians was good and they prospered and multiplied under its protection. Medicine men were the priests as well as doctors and their chants and enchantments were based upon the belief that the Great Manitou was a potent god who could and would be propitiated by gifts and sacrifices. The simple faith of the Indians tanning to them belief in a beneficent god was all sufficient and until the missionaries brought the belief in a Christian God, to them, they knew no other god. Nature in all its rugged beauty remains but the Great Manitou as Nanna Bijou the spirit of the land and the people have made way for Christian beliefs and ideals.

The missionaries from New and Old France were the first adventurers in the wilderness and they fraternized with the believers in the Great Manitou. Then came the explorers whose object was to extend the boundaries of New France and next the fur buyers, individual and corporate.

Colonel Garnet Wolseley blazed the trails and portages between the Great Lakes and Lake Winnipeg, the eastern and northern approaches to the River settlement, and civilization followed the line and the rails which carried the transcontinental trains. Steam transportation usurped the romantic belief in the Great Manitou and the spirit of Christian ideals was promulgated among the wilderness people. The spirit is good under whatever name it may be called and is to-day guiding and controlling the destinies of all who believe in the paramountcy of good.

The Great Fiery Eagle of Thunder Bay was the symbol of the airplane which has spread its wings and is flying to the domain of Nenebushoo the god of the earth's treasures and Nanna Boon ephinx like guards the portal to the riches of the wilderness untroubled and serene amid the hurrying of many mortals towards the hidden sources of mineral wealth.

WOMEN WHO WERE AT FORT WILLIAM 1805-1878

BY MISS ANNIE E. McINTYRE

Mrs McIntyre wife of John McIntyre Hudson Bay Company factor came to Fort William in 1855 The six years previous to this she spent at Brunswick House on Hudson Bay post near James Bay During that time she did not see a white woman, or hardly any money sending to her sisters in England for things that could not be obtained in the Hudson Bay Co stores She had the unique experience of crossing Lake Superior in a birch bark canoe, quite an undertaking with four small children She was very fond of her home and being most hospitable made many friends. Three sons and one daughter were born at Fort William She died July 23, 1886

Mrs. Robert McVicar and two daughters were the next white women to arrive Mrs McVicar was a woman of great mental ability Her gentleness and unfailing kindness endeared her to all who came in contact with her Miss Christina McVicar succeeded her father as postmaster which position was retained in their family until the younger sister died in 1899 She had a keen sense of humour which made her a most welcome and amusing visitor besides being a staunch friend Miss Victoria McVicar, a woman of charming manner and strong personality was known throughout Canada for her courageous action in approaching Louis Riel the rebel leader of 1870, to plead for the lives of His prisoners

In 1863 some members of Captain Duncan McKellar's family came over from the south shore, and proved a very welcome addition to the small community Some time later they were joined by the rest of the family Of the ladies, Miss Kate McKeller (afterwards Mrs. F C Perry) was perhaps the best known to the public. She taught school for some years, and also took an active part in her church and Sunday School, and in fact in all good work She was kind and generous to all the family were and never tired of well doing. Her work as president of the West Algoma Local Council of Women, and different organizations is too well known for me to enlarge on

The youngest and only surviving daughter Mrs. Deacon, who was of a more retiring disposition as I think best known to the public as the first Regent of the John McIntyre Chapter of the Imperial Order of the Daughters of the Empire It was with difficulty that she was persuaded to take this office which she filled with great satisfaction. As a charming hostess she is indeed very well known In the early days she

was in great demand as a pianist and as organist for many years of the First Presbyterian Church. The family were all musical and added much to the social life of the place.

I may truthfully and without fear of contradiction say that these three pioneer families were the soul of hospitality and always cared for strangers within the gate.

Our first public school teacher was Miss Greene, an Irish woman. She also edited our first newspaper the Persevelator. She also did with the help and co-operation of Mr Peter McKellar, who printed it all by hand.

Many noted and distinguished women visited the Fort in those early days, among whom were Lady Dufferin Viscountess Milten Lady Strathcona Mrs Hopkins wife of the Governor of the Hudson Bay Company who was an artist and another artist was Miss Killaly. Both English Mrs D. Morrison actress, Mrs. Molyneux St. John who was Kate Bancroft actress and singer. This lady went from Fort William to Fort Garry by canoe were the Dawson road in 1879 after the troops had passed up. Her husband was war correspondent for the Globe during the rebellion.

Mrs J. Vickers, daughter of Mrs. Meeche authoress of Roughing it in the Bush etc. will I hope always be gratefully remembered by the people of Port William for her most generous gift of Vickers Park.

Many Americans came from time to time among them came charming Kentucky families Mrs. Moore the English wife of one with her family remained for a winter. She was a great equestrian, being very talented musically.

Among other women, I should mention Mrs. Bernard Rees, who was a frequent visitor at the McVicars. Then there was Miss Merrin who with three helpers opened the first convent in the country at the Roman Catholic Mission. She was Lady Superior and taught French. Miss White taught the white children and the others looked after the Indian school. Miss Merrin was in great distress at not having any candle sticks for their chapel. On seeing same at our house she begged a pair of silver ones for their altar from my mother.

Another who could be mentioned is Miss D. Fregonn, who taught the public school after Miss Green left and before Miss Kate McKellar came.

Mr. E. R. Berron's family were of interest as his youngest daughter Cleire in after years was one of the public school teachers. Mr Berron had at one time been member for Algoma.

LAC DES MILLE LACS

BY A BYSTANDER AT THE OFFICE WINDOW

(From the Toronto Globe Nov 20, 1928)

One of the Northern Ontario lakes, which have held a high fascination for writers and explorers, is that body of water known as Lac des Mille Lacs. Much misinformation has been written about it by writing men who have got off the train at Savanna, taken a canoe ride along the Savanna River to the upper tip of the Lac and then set out to tell the world about its mysteries. It would take many many weeks in a canoe to thoroughly explore Lac des Mille Lacs and the possibilities are that the innocent if he did not have a guide along would many times lose his bearings, and perhaps get hopelessly lost.

The other day we ran across an item in which one writer wondered why the Lac was named Lake of the Thousand Lakes, instead of Lake of the Thousand Islands thus admitting that he had not investigated the mystery at the southern end of the Lac where islands and peninsulas of large size composed of what the northerners call "floating muskeg" are shifted about by high winds and change the whole surface contour of the water. In that end of the Lac at times one may travel through tiny inlets into what appear to be another able smaller lakes and doubtless the Lac derived its name from this feature. These floating islands and peninsulas seem perfectly solid under foot, and in the fall of the year are inhabited by game. The last time we visited the Lac we were with a hunting party which secured two moose both of which were shot on a peninsula composed of floating muskeg. Two of the party who set out in a canoa to explore a chain of small lakes south of the Lac had a difficult time returning to camp because of a change in the shoreline on their return. A fur trader who was with the party informed them that this change came about through the peninsulas and islands composed of floating muskeg shifting with the wind.

It is a strange lake in many other respects brooding at night in a strange silence that to the camper is awe inspiring. On it may be seen the pagan Indian and his family paddling in his birch bark canoe to the trading post at Savanna where he offers his furs in barter for flour and bacon and other household supplies. The Lac being beyond the height of land at Wroith is Hudson Bay water and along its shores and the shores of its tributaries is a country rich in game.

About midway down the Lac is on old Indian hunting ground looked away in a secluded corner of a heavily wooded

island. The last time we were there one of the birch pole platforms remained intact. On it sewn into swathings of birch bark, were the bodies of an Indian chief and his daughter we were told

The Indians of the locality being mostly pagan are quite superstitious They strongly believe in the evil spirit known as Windigo and a brave who sets out hunting and finds what he believes to be signs left behind by this sinister spirit will turn about and go home because as he puts it the Windigo chases the moose away Mattawa woman used the made Windigo While at the Lac we visited a hut inhabited by a midwife woman, where we saw her perform tricks such as making a bowl made skair follow her around the room like a dog This woman was an adept at sleight of hand and high class trickery yet she was so illiterate she could not read and could only count to sixteen

At a reserve we noted houses in which several doors had been barricaded with cross pieces nailed over them, and windows that had been similarly treated We were told that the Indians often do this when a death occurs in the family They fear the spirit of the departed will come back for another member of the family so to keep the departed one out, they nail up the old door and build a new entrance

Among the Lac des Mille Lacs Indians it is the belief that if the spirit of a departed member of the family gets into the house and catches the eye of any one in the house that person will die Hunters and others alike seek charms from the medicine men and women to bring them luck We were successful in securing one of these charms which a moose hunter was carrying It was contained in a small bottle securely stopped with wax Later we had a chemist analyse it. The charm turned out to be composed of a combination of burnt corn and tobacco ashes.

THE LAKEHEAD CITIES OF THUNDER BAY
(PORT WILLIAM AND PORT ARTHUR)

BY THE LATE W W VICKERS

The story of the settlement and commercial development of the wilderness lands on the north shore of Lake Superior interests and enthrals all Canadians who are native Ontarians For upwards of fifty years the writer has been in intimate contact with the District and the people and an inherited interest has made for keen observation and close personal inspection yearly during the past quarter of a century

The pilgrimages to the Head of the Lakes in the early seventies were events in my life and they represented adventures in the new and practically unknown lands in North Western Ontario

The thrills of many discoveries of gold and silver prospects in the District were as exciting as the profitable mines subsequently developed in Cobalt Inaccessibility lent enchantment to the prospect and many gold and silver mining companies incorporated under the provincial laws bear testimony of the faith of the shareholders in the promise of mineral wealth of the District The lure of the profitable development of the minerals is still existent and the yielding to a very human trait plays its part in opening up new territory for settlement

To have lived the past fifty years during which the country has been discovered commercially and transportation steam, gas and electric has made the uttermost parts accessible there is a note of joy when the woods, waters and forests promise early prosperity for the children and grandchildren of the pioneer settlers of the period between 1850 and 1880

This article should illumine and make enthusiastic the hosts of fellow Canadians regarding natures benefactions to a not undeserving people and teach them how to acquaint for the benefit of the world the supreme industrial power, Hydro Electric

When one overlooks the Bay of Naples from Bertolini's Palace one sees Capri and Sorrento in the distance The Bay is fabled in song and poetry classical and modern It is the culture of the Latins which lends colour to the view The North American Continent lacks antiquity when celebrating its joy in possessing beauty spots The beauty of the Golden Gate to the Pacific has attracted the admiration of sweet singers, but their songs are modern

New poets and new singers will acclaim the beauty of Thundee Bey at the Head of Lake Superior Marday Park in Fort Arthur is is location not unlike the heights in Naples and the outlook over the Bay is even more enchanting. The rugged promontory of Thunder Capa and the Welcome Islands is supply the places of Sorrento and Capa. The dietances are much the same but in Thunder Bay the watea is fresh and is also deeply blue.

In the yeae 1872 the wentee first visited the settlement of Prince Arthur s Landing and Fort William. The conspicuous physeal features of the former were a huge rock at the waters edge of Thundee Bay and a few whitewashed buildings. There was no dcoh. The steamer "Chicora" known in the war between the North and the South as Blockade Runner "Letter B" was unable to antea the River Kaministiqua owing to a sandber which had foemed at the mouth. The Hudson s Bay Factoe at Fort Wilhem John McIntyre ecme out in e sail boat with his Indians and a landing was made at the Fort. Both benks of the river were thickly wooded and a few settlers had very small clearings. The Indian Misslon two miles up the river was a busy place and under the wise guidance and control of Chief Missonbi enjoyed a peaeful life.

The beautiful valley of the Kaministiquia with Mount McKay in the foreground was oeeadian in its peacefulness and simplicity. The era of romance has disappeeed with the birch bark canoe and the advance of civilizetion has created new problems which in many plaaes eliminate the aweetness and kindness of intimata living conditions associated with the isolation and loneliness of the wilderness. The whistle of the locomotive of a tranecontinental train now supplants the Indian caneeman's melodious chent while paddling along the river weterways.

Upon the occasion of my first visit to Fort William the atmosphere was distinctly Scotch. John McIntyre, who had crossed the Continent in 1846 with Sir George Simpson was in charge of the Hudson e Bay Company Post. The McKellars (Peter, John, Archibald and Donald) the McVicars and the MacLaurins were clearing lands on the rivers for agricultural purposes all of which lands are now in the limits of the City of Fort William. The province with a view to encouraging settlers sold lands at twenty cents per acre cash and the patent issued when eighty cents more was paid. There were no roads except upon government maps and the river and the bay were the means of communication and ways for transportation.

The Ojibways lived in e constant state of terror owing to the frequent hostile visits paid to them by the warlike Sioux from Minnesota. The Sioux had cut and blazed what

is known as The Old Sioux Trail from Pigeon River to James Bay The trail was a secret one When in 1870 Colonel Wolseley found that the road to Lake Shebandowan from Prince Arthur's Landing had not been completed he enlisted the assistance of Governor McIntyre of the Fort William Hudson's Bay Company Post and Simon J Dawson a civil engineer living in Prince Arthur's Landing and was able to transport his Red Coats by the Rivers Kaministiquia and Mattawin in crude batteaux Point da Mauron ten miles from the mouth of the Kaministiquia, was in those days a military camp Wolseley finally reached Fort Garry now Winnipeg at the junction of the Red and Assiniboine Rivers by way of Lake Winnipeg His arrival was unexpected and Riel with his followers evacuated the Fort without a shot being fired by either of the forces The Old Sioux Trail and water route were no longer secret as the Indian hieroglyphics and pictures marking the trail and portages were read and followed by the expeditionary force

Even in the most ancient of times rumour had it that the silver mother lode was close to the Old Sioux Trail and as the Sioux used at times silver-pointed arrows and bullets was strengthened that silver in abundance would be discovered Prospectors from all over the world have ever sought the mother lode but with the exception of Silver Islet at the toe of the Sleeping Giant in Thunder Bay there has been no successful silver mine operated

Canada's monopoly of the pulpwood industry encourages the investment of millions of dollars in pulpwood limits, pulp and paper mills and hand in hand with this investment is the development and expansion of the water powers of the swiftly flowing Nipigon and other rivers emptying into Lake Superior The intimacy between pulp and power is very close as without efficient Hydro-Electric power the production of pulp and paper and the trans-shipment of the steams of golden grain from the Westerly Provinces would be most difficult and expensive Cheap electric power is an economic necessity and in the manufacture of pulp and paper as well as the rapid loading and unloading of grain in and out of the elevators at Fort William and Port Arthur the Lakehead Cities on Lake Superior nature supplies this requirement The railways bring the grain to these cities and rail routes feed through the use of the twenty two elevators which have an aggregate storage capacity of over sixty three million bushels and others are under construction The pulpwood limits are practically North and Northwest of Lake Superior and contiguous to the Nipigon Black Sturgeon Kaministiquia and Seine rivers Under the prudential regulations of the

Ontario Government which controls the pulpwood limits in this area all pulpwood must now be completely manufactured into paper in the Province of Ontario. The leases from the Province of Ontario to the pulp and paper manufacturers provide for the conservation of the pulpwood area to be cut through clearing the brush and replanting. Settlers who have purchased their lands from the Crown are still permitted to sell their pulpwood for exportation.

It is difficult under present day conditions, to recall the early explorations of the country abutting the North Shore of Lake Superior. Today one finds two of the brightest cities of their population in Canada and accessible by steamers during the season of navigation in thirty-six hours and by train at all seasons of the year in twenty-four hours from Eastern Ontario and twelve hours from Winnipeg in the adjoining Province to the West, Manitoba. Before the advent of a through railway from the Atlantic to the Pacific in the month of November, 1885, the Head of the Lakes was isolated from civilization for a period of six months each year and the pioneers, when the emergency of a visit to Eastern Ontario arose were compelled to snowshoe the whole distance on the ice-covered Lake Superior and Lake Huron to one of the Georgian Bay ports where the railways terminated. Today with two daily newspapers, telegraph, radio and the telephone these cities do not differ from any other cities in Eastern or Western Canada and are as closely in touch with commercial politics and society as the people in Toronto the seat of government of the Province of Ontario.

PULPWOOD

In the Lakehead Cities of Fort William and Port Arthur there are four pulp and paper mills two within the limits of each city and another pulp and paper mill is now in the course of completion on the Nipigon River. Each of these structures is large necessarily located upon the river bank or the water front, as the case may be and travellers, saw barkers, scrubbers and pulp and paper machines are operated by electrical motors, and electrical power enters into every operation from the time the pulpwood is picked up in the stream by the traveller until the paper is rolled into the mars. The capital expended in connection with the construction of the buildings, the installation of machinery as well as the purchase or leasing of limits, is large but Canada's monopoly of the production of newsprint and paper invites the investment of a large sum of foreign moneys in the establishment of the paper business.

In one mill at Fort William two machines produce 218 miles of paper daily, a sheet being 30 feet wide, and the essential qualities are all preserved, strength, finish, formation and colour, with freedom from holes or defects of any kind. One modern newsprint machine producing 120 tons of paper a day requires the wood from 3½ acres of forest land to maintain its operation and the total daily production in Canada means that the trees have to be cut from 1600 acres or 2½ square miles of land. The Canadian newsprint mills have a capacity of over 1,500,000 tons per year and averaging 1½ cords of wood to each ton of paper the consumption of wood to make 1,500,000 tons of paper would be 2,250,000 cords of pulpwood.

During the winter season pulpwood is piled on the shore line of the Bay in front of Port Arthur for the use of the local mills and export to the United States.

Even the ice is utilized for the same purpose, booms made the breakwater preventing loss when the annual breakup occurs.

The distribution of the product is becoming a greater problem than ever. New railways have been projected to the limits having terminals at Allenby River and to the markets south of Pigeon River, the boundary between Minnesota and Ontario. The demand for paper and newsprint has increased and there is no difficulty on the part of any of the mills in disposing of the whole of its products.

POWER

Fifty years of progressive development is a relative statement concerning any part of the Province of Ontario. When applied to the District of Thunder Bay at the Head of Lake Superior the largest of the great inland lakes and the boundary between the United States and Canada, there is a special significance. In no part of the Province has the transformation from the wilderness to the varied commercial and industrial conditions been more complete. From small isolated communities depending for support upon very limited means of developing the lumber fur and fish industries, the Lakehead Cities of Fort William the River Port and Port Arthur the Lake Port, have now an aggregate population of about forty-five thousand people and their transportation facilities, rail and water including the grain elevators and pulp and paper mills are of profound interest to the people of the world. In the early upbuilding of commerce the people of these cities were dependent upon steam either on land or water. Now Hydro-Electric power has become an industrial factor which seems capable of infinite expansion. The rocky

North shore of Lake Superior as well here and there by different rivers, all of which are capable of being harnessed for the development of electrical energy. The cost of the erection of dams, power houses and transmission lines is fabulous but the capacity for the production of a remarkable kind of like electrical energy cannot be accurately measured. It has been estimated that about 24 per cent of the Hydro power in Ontario is now utilized and some of these water powers are located on the Arctic Watershed and others on the Lake Watershed. The locations of the power stations seem no longer important, provided that the market for the power can be reached by transmission lines. In the Province of Ontario the Hydro-Electric System have erected a plant at Cameron Falls on the Nipigon River which now produces 50 000 horse power with a potential increase of another 10 000 horse power and this 60 000 horse power will be further supplemented by a new power station which is proposed to erect two miles nearer Lake Superior on the Nipigon River at Alexander Falls which will be capable of producing 69 000 horse power and will entail a capital investment by the Hydro-Electric System of $7 500 000. The market for this power is in the Lakehead Cities and the industries dependent upon this power are the pulp and paper mills as well as the maintenance and operation of the huge grain elevators. The twin transmission lines from Cameron Falls to Port Arthur are about 80 miles long and from the heart of Port Arthur to the heart of Fort William as in the neighborhood of 5 miles. The Kaministiquia Power Company taking its power from the Kakabeka Falls and the ponds above generates 35,000 horse power. With so much electrical energy available for use in industries of every kind the future of these cities is one of assured prosperity. The expansion of the pulp mills to paper mills to fulfill the requirements of the Government will lead to heavy capital investments and the operations in the pulpwood limits and in the mills themselves will lead to the employment of much skilled labour as well as unskilled. The supply of raw material for pulp is practically an inexhaustible one as has been said. The expansion of electrical power to take care of the raw material is unlimited. Untold wealth is in the rocks, forests and marshes of the wilderness and the near wilderness.

The use of the waters of Lake Michigan by the City of Chicago in connection with its drainage system involves the diversion of the waters of the Great Lakes to the Mississippi Valley. The volume of water withdrawn is said to be 5 000 cubic feet per second. The effect is to change the standard water levels of the Great Lakes, and the continued use of the public works in aid of navigation constructed at great cost

by the Governments of Canada and the United States in unparalled Unless the States affected and Ontario are able through joint action to stop the wrongful use of the waters there appears only sum for navigation on the waters, improved and unimproved of the Great Lakes

The Greater St Lawrence Waterway as a vision of the people at the Head of the Lakes Duluth Minneapolis and St Paul are enthusiastic supporters of the plan.

The international aspect creates both advantages and difficulties in the promotion of the plan

The Hydro Electric possibilities of the St Lawrence as dependently of, and incidental to the deepened waterway plan are now under serious consideration by Canadian and United States engineers The engineering estimates of the cost of the development of 2,400 000 horse power within five years are $238 000,000 Canada would share equally in the power developed and in the cost of production The relative importance of the deepened waterways and Hydro Electric power plans are in sharp contrast when consideration is given to the economic advantage of the use of the deepened waterways and the sale of Hydro Electric energy for commercial purposes.

In the month of January 1926, the Ontario Government entered into contracts with five pulp companies in the Head of the Lakes to supply certain quantities of pulp wood annually for a period of twenty one years with two extensions thereafter each of ten years. It is estimated that 200 000 000 cords of pulpwood are available for manufacture into pulp and paper and newsprint At the present time the production of newsprint is 2 500 tons each day from which is derived a governmental revenue of $600 000. The new contracts for the supply of pulpwood entered into will increase the production to 4,500 tons per day and this means to $2,000,000 per annum. Provision has been made for reforestation and the area covered is 20 000 square miles East and West of Lake Nipigon It is intended to expend $70 000 00 additional capital in the development of the pulpwood resources The natural increase in population will be at least forty thousand The pulp companies have agreed to completely manufacture newsprint and paper in the Province and will extend their plants by installing paper-making machinery The conversion of the wilderness into profitable pulpwood areas goes on apace and soon lands unsurveyed unmapped without topographical and geological legends will be few in the neighbourhood of James and Hudson Bays

GRAIN

Twenty two elevators, part on the banks of the River Kaministiquia and part on the shore of Thunder Bay, represent the storehouses through which the five principal grains are transferred from the railways to the holds of the grain steamers In the early days the elevators were vast wooden structures, readily inflammable, and with very few contrivances to facilitate the handling of the grain Today the elevators are palatial tubular structures, handsome in appearance and workmanlike in their operations, internally they are marvels of efficiency They require few hands to operate and there is a vast deal of electrical power used in all their operations.

It is difficult to measure the crop for the year 1925 but the five principal grains which passed from the railways to the elevators and thence into the holds of the grain carrying steamers through these ports aggregated 305,422,574 bushels This total was represented in bushels—Wheat, 224,566 938 Oats, 39 357 161 Barley, 30 538 617 Flax Seed 6 962,978 Rye 3,687 282 Yet another computation shows that this total represented 664 cargoes in Canadian vessels and 527 cargoes in United States vessels and 7 cargoes in vessels of other countries In the year 1925 the shipments to the United States ports were in excess of the shipments to Canadian ports—142 208 197 bushels against 167,287 416 bushels. Not unnaturally Buffalo leads all the receiving ports of either country for 1925 with a total of 115,499 566 bushels. The Canadian crop was in 1925 a good average crop and as there was a failure in Argentina Wheat the price paid for Canadian wheat was satisfactory to the growers In the span of a lifetime one has seen the time when not one bushel of wheat was received at the Lakehead Cities for trans shipment. When the Canadian Pacific Railway was opened for traffic from Winnipeg to the Head of the Lakes elevators of the old type were erected The package freight steamers on the Lake were sufficient for the amount of grain received With the increased settlement of the Western Provinces the flood of grain from Alberta to the Lakehead Cities began New elevators became necessary and the modern efficient types were erected. The cargo steamers in sympathy improved in size and carrying capacity with the result that many cargoes are in excess of 500 000 bushels

Power, whether steam, electric or gasoline, has played its part in reducing the wilderness of rock and water to terms of commercial advantage It is a striking comment that five sixths of the Canadian flax was marketed in the United States. The investment by the two railway companies is $3 500,000 000

and $1,500,000,000 have been devoted to the construction of railway lines for the transportation of the grain and other commodities from the Western part of Canada to the Head of Lake Superior.

In the month of November 1925, Canadian grain inspectors checked 66,086 carloads of grain, 54,917 of which carried wheat, probably the largest number of cars ever received at the Lakehead Cities in one month in the history of transportation.

PARKS

Municipalities adjoining and themselves removed from other municipalities concentrate upon the perpetuation of early conditions. Their history is romantic and in the establishment of great natural parks the citizens are constantly reminded of the progressive movement towards higher and more expansive development of their resources.

In Fort William Chippewa Park represents an area of 750 acres bordering on the shore of Thunder Bay and invites the citizen and the visitor within its gates as well as the motor tourist to contemplate the grandeur of Nature under primitive conditions. The birch bark wigwam and Zoo serve as reminders of life in earlier and less hectic days. Peace and quietness reign and the wilderness is a sanctuary for the flora and fauna and the animal and bird life of the District.

Current River Park in the East end of Fort Arthur is a similar resting place with the Lyon Drive as an added attraction for the home or visiting motorist.

THE PEOPLE

The development of the District of Thunder Bay which has a territorial area of 240,000 square miles proceeds in an orderly way. Industry and commerce follow the accepted precedents and each year marks some new steps in advancement.

The mental and physical activities of the people are at present devoted to the work in connection with the service clubs and ability of an exceedingly high standard is shown in the control and management of the clubs. While these clubs serve a limited useful purpose the question arises whether the same amount of thought and time expended upon the management, control and administration of the affairs of the District under County organization would not bring greater rewards and create a greater unity of the peoples of the Lakehead Cities.

The linking of the Townships and city corporations in one body would afford opportunities to the ambitious and talented youth of the District.

For fifty years the District has been under the direct control of the Provincial Government. The people have always looked outside for money, help and guidance. They have been kept in leading strings and their independence of thought and action is restricted.

Some day in some way the District will attain its freedom from outside control and the sturdy virile people of the North Country will show the frontage of the excellent educational advantages, as well as living conditions enjoyed by them.

The District will be developed through its own natural resources directed by people who know where they lie, how they can be used and the manner in which they can be marketed to the greatest advantage of the District.

The people have ample leisure and the automobiles owned in the Lakehead Cities have a value of over $1,000,000. The highways are kept in admirable condition by the several municipalities, city and township. It is no longer a hardship to be compelled to live there in any season of the year. The people are friendly with each other and with visitors from all over the world.

The old custom of isolation has been relegated to the District of Patricia and the North Pole. With an increase of 40,000 people during the next few years consequent upon the enforced expansion of the paper making industry, the people will become broader minded and too busy to waste time in petty interurity differences.

When the Canadian Pacific and Canadian Northern Railways were under construction Westerly and Easterly of the Lakehead Cities the people were migratory. A large number moved as the sections of the railways were completed. There was a feeling of impermanence and the energies of the people were directed rather to the building and operation of the railways than the upbuilding of the towns. This unstable condition has now passed and the cities retain their inhabitants.

The assumption by all the citizens of municipal responsibilities creates a new civic spirit which is based on broader lines and encourages the hope that the Lakehead Cities will be controlled by one municipality. Nearly thirty nationalities make up the population of the two cities and there are as many religions. Religious intolerance is not encouraged and the people are united in all endeavours to promote the development of the District.

The Ukrainians are an important factor in West Fort William and their churches and cemeteries remind one of the barbaric splendour of South Eastern Europe. The children are rapidly becoming Canadianized under the teaching of the

public schools and their aptitude in learning these lessons enables them to educate their parents. The melting pot works overtime.

The month of August in the early eighties was the picnic period. Day steamer excursions to Thunder Cape, Silver Islet, Welcome Islands and Pie Jacvis and McKellar Islands gave pleasure and instruction to youth and age. The men took miners picks and fishing poles and the women and children ventured in milder ways.

The life was full of joy and contentment and was most healthful for all concerned. All responsibilities were put to one side and every excursion was an event worth remembering. A picnic basket shared meant acquaintance, friendship and goodwill. The Neff and the Three Friends no longer float.

It is idle to attempt to prophesy what will happen in the next fifty years. It might be of advantage to concentrate upon the next five years and study carefully the progressive development of the basic industries in which may well be included the supply development of the water powers in the District. The District is a veritable Pandora's box the lid of which is about to be lifted.

HISTORY OF THE CANADIAN PACIFIC RAILWAY

BY A. F HAWKINS

Madam President and Members of
the Historical Society City of
Fort William

First let me express to you my great appreciation of being here with you to-night and also to thank you sincerely for the honor you have conferred upon me in asking me to speak to you on the early history of the Canadian Pacific Railway.

In 1868, an Imperial Order in Council gave Rupert's Land and the North West Territories to the fledgling Dominion. Manitoba entered Confederation in 1870 followed by British Columbia in 1871. The Dominion of Canada now extended from the Atlantic to the Pacific—but in name only. A railway linking East and West was needed to develop a national spirit in the far flung people. Rebellion and secession threatened the stability of the young country in those difficult years. When the Riel Rebellion broke out at Fort Garry in 1869 troops from the East took 35 days to reach the disaffected area. So long as the North West remained isolated from Eastern Canada there would be danger of further outbreaks. The physical barrier presented by the rocky north shore of Lake Superior kept Ottawa from a sympathetic appreciation of the problems of the white and half breed settlers on the prairies. The discontent along the Red River was so apparent that the United States sent a special agent to Winnipeg to report on conditions. His opinion was that the "speedy Americanization of that fertile district was inevitable" unless the British connection was strengthened. The question of annexing the North West had even been discussed in the Congress of the United States.

The threat of secession came from British Columbia. As part-price of its acceptance of Dominion authority in 1871 British Columbia had written into the Terms of Union a clause binding Canada to undertake to secure the commencement simultaneously with two years from the date of union of the construction of a railway from the Pacific towards the Rocky Mountains and from such point as may be selected east of the Rocky Mountains towards the Pacific to connect the Seaboard of British Columbia with the railway systems of Canada, and further, to secure the completion of such railway within ten years from the date of union.

Ten years from 1871 the hopes of the Fathers of Confederation had been only partly realized. The nation was not a unit. The energy which might have been utilized for the

commercial development of the nation was spent in agitation and argument. Macdonald's first attempt to build the railway as a Government enterprise had ended in his resignation in 1873 and in Mackenzie's concession to power.

Mackenzie believed the construction of the railway within the allotted ten years an impossibility so that the Dominion therefore was not bound to observe the full letter of its promise to British Columbia. He remained in office until 1878. In that time, the Government let contracts for two small sections of the railway from Selkirk to Emerson and from Selkirk eastward.

Macdonald was returned to power in 1878 on the so-called National Policy. He carried on Mackenzie's programme of piece-meal construction for the next two years letting contracts for the completion of the line from Port Arthur to Winnipeg, for the line westward 200 miles from Winnipeg and the line from Yale towards Savona's Ferry in British Columbia. Only 264 miles of the main line had been built when the ten years agreed upon for its completion were nearly up.

Something decisive had to be done at once. Macdonald had on about Millions of public monies had already been sunk in the project. The nation's word was pledged to the completion of the railway. Yet Canada faced bankruptcy if saddled with the huge additional outlay necessary to build the railway from coast to coast.

Macdonald announced his intention of entrusting the stupendous enterprise to private interests. He went to George Stephen of Montreal a merchant and banker who had made a startling success in reviving a small railway in the western United States. Macdonald was not particularly friendly to Stephen. Stephen was the one Canadian he knew who might possibly be able to build the railway and Macdonald wished above every other consideration to keep control of this main artery of the new Canada within the country.

It is probable that if Stephen and his associates had a fore-glimpse of even a part of the difficulties, abuse and bitter antagonism they were to endure before they completed their task, they would never have undertaken it. They were not young. They had already achieved hard won successes and were looking forward to retirement from business cares. Their motives in accepting the work could not have been other than patriotic.

Few men of that day believed the railway could be completed and there were fewer still who believed that once completed it would ever be made to pay. Judged by the money already expended by the Government in building a very small

portion of the whole railway the capital outlay threatened to be enormous. In all the Northwest there were only 165,000 people. It was hard to imagine traffic originating on the prairies and the Pacific Coast in volume large enough to pay the bare operating expenses of the railway.

The contract calling for the completion of this railway was signed on Oct. 21st, 1880, and called for it to be completed within ten years. Special representatives were sent to England and the greatest financiers of the world were interviewed with regard to raising capital for this great enterprise, but they were told that the scheme was impracticable, foolhardy and wild cat ting, but such men as Geo. Stephen, Duncan McIntyre, J. J. Hill, Richard B. Angus and others had given their word to the Parliament of Canada and defeat could not be entertained for a moment. They had plighted their reputations, their fortunes, their all, therefore not withstanding what difficulties, what obstacles were thrown in their path, they were filled with a great determination, a wonderful courage, which helped them to overcome what seemed to be insurmountable difficulties.

If we had time to follow these early pioneers through those difficult years of construction we would come to a better realization of the great obstacles they had to overcome. In some instances a lake had to be lowered ten feet. Over 12,000 men and 5,000 horses were employed at one time in the building of the railway around the north shore of Lake Superior. Three dynamite factories had to be built; the dynamite alone cost over $1,200,000, three miles of trestle which had to be built around Jackfish Bay cost $1,200,000 one mile alone costing over $700,000.

Time will not permit me to go into further details. Suffice it to say that due to their indomitable spirits success crowned their efforts and we find that it was on November 7th 1885 that the last spike was driven at a little halting place in British Columbia called Craigellachie. The ceremony was performed by Mr. Donald A. Smith, surrounded by a representative body of men, who with brief words of congratulation, lifted a hammer and with the well directed blows of a man not unaccustomed to manual exercise, drove in the last spike of the Canadian Pacific Railway—which opened up to the commerce of this country the lands and peoples beyond the Pacific Ocean.

Before nightfall of the day which witnessed this memorable ceremony a telegram arrived from the late Queen Victoria, through the Governor General, Lord Lansdowne graciously congratulating the Canadian people on the national achievement, which Her Majesty was well advised in regard-

ing as of great importance to the whole British Empire

Let us not overlook the fact that the railway was completed in less than half the time the Government contract called for

We all know the wonderful development which immediately started at the completion of this railway the great unwatered lands of Western Canada have since been turned into the greatest grain producing country in the world, hamlets, villages, towns and cities have sprung up all over this vast Western country—showing a development unparalleled in the history of the world. In addition to this the Canadian Pacific has bridged two mighty oceans has connected four continents and has taken the name of Canada to the furthest corners of the earth.

Since 1885, the Canadian Pacific Railway has expended nearly $75 000 000.00 for colonization, land-settlement, irrigation etc a sum greater than that expended by the Dominion of Canada on similar work over the same period The Canadian Pacific Railway Company has established more than 55,000 families on lands in Canada and has settled more than 30 000,000 acres. If time would permit, I could go an engineering the part that this Company has played in the development of our country

This development together with the expansion and growth of the Canadian Pacific Railway is a much more intensely interesting story than any fiction book ever written because it involves the history of men who by their courage and their devotion and loyalty to Canada made possible the great development that has taken place Let us pause for a moment those millions of acres of fertile virgin prairie lands the wild and rocky north shore of Lake Superior the many hundreds of miles with comparatively few settlers; then when we remember these men who were the founders and builders of Canada a first transcontinental transportation system we cannot help but realize what a wonderful vision they must have had that would enable them to have faith in Canadas future and see those millions of acres turned into beautiful fields of golden grain ripening for harvest This helped them to realize that the great essential thing at that time was to be able to find some means of compressing the vast distances, levelling the mountains and erasing the wildernesses, which isolated the people one from the other

The founders of this great railway and the men who succeeded them have been largely responsible for its phenomenal growth In the brief space of less than fifty years the Company has grown from very small and obscure beginnings until it has reached such a magnitude that the sun never sets

on its possessions. To-day it owns and controls 20 146 miles of railway, 73 steamships with a gross tonnage of 396,800 tons. It owns a chain of 13 hotels in Canadian Cities and summer resorts, and 11 bungalow camps in the Rocky Mountains and Ontario, a telegraph system with 138,564 miles of wires and 24 806 miles of cables carrying messages not only to every important point in Canada but to every important point in the world. The Canadian Pacific Express Company affords Canadians a world wide transportation and financial service of incalculable worth. It operates by land and sea over 81,330 miles and has 7 044 offices and correspondents at home and abroad.

It might be interesting to note that value of a twelve car passenger train is $685,000.00. The total cost of rolling stock in average freight trains between Winnipeg and Fort William is $284,000.00. During the grain rush an average of twenty-four trainloads of wheat leave Winnipeg eastbound containing rolling stock to the value of $6,816 000.00.

There is also a similar movement of equipment westbound from Fort William which makes a total value of freight equipment moving daily between Fort William and Winnipeg of $13 632 000.00, when you add to this our four transcontinental trains you can add another $2 740 000.00—which makes a daily investment of rolling stock alone running over this division of $16 372,000.00.

Now let us look at the development of our Twin Ports which has taken place in recent years. The Canadian Pacific Railway Company built the first elevator at Fort Arthur—which is known as the "Horn Elevator"—in 1883; this was followed by the building of "A" in 1887 which was afterwards followed by "B", "C" and "D". The first elevator to be operated by interests other than the Railway Company was the Empire Elevator, which commenced operations in 1904. This was followed by Ogilvie's, Consolidated and Western Terminal Elevator. Just as soon as the Railway Company saw that other companies were providing storage for the handling of grain it discontinued activities in elevator construction.

To give you some idea of the great growth and expansion of our Twin Cities the following figures will be interesting:

The C P R handled during the crop year of 1909-01	5,959 920 bus
The C P R handled during the crop year of 1910-11	52,027,350
The C P R handled during the crop year of 1920-21	112,000 000

The C P R. handled during the crop
year of 1927-28 ..... 176 654 560

In looking over the freight handling through the various Canadian Pacific Sheds at this point I find there has been a gradual but steady growth since 1915 as the following figures will indicate:—

Year	Tonnage Handled
1915	457 089
1920	425 265
1921	439 819
1922	495 317
1923	565 380
1924	589 687
1925	573 533
1926	609 137
1927	659 346
1928 (10 months)	567 687

In less than half a century the Twin Cities have grown from one small elevator with a capacity of less than half a million bushels to the largest grain handling port in the civilized world with a total capacity of 85 000 000 bushels. In addition to this we are equipped with most modern freight handling devices and other very important industries such as paper mills, etc and yet we have hardly touched the fringe of our great natural resources There are yet millions of acres of land to come under cultivation in addition to the great mineral resources as yet undeveloped If this great development has been possible during the last fifty years who can predict the future of Canada?

I think we might say with every assurance that the prophesy of Sir Wilfrid Laurier will surely come true and that the Twentieth Century will surely belong to Canada.

HISTORY OF NEW ONTARIO

BY MISS M J L BLACK

New Ontario, as generally understood, covers all the territory north of the Nipissing and French Rivers and Lake Superior, and west of the Quebec boundary for this entire district has a unity of history and interest that cannot be divided In spite of this statement you will find me focussing my attention on the Kaministiquia and you might naturally charge me with being partial to my own section This criticism would not bear examination, for to all the early explorers this entire district of Ontario was of but slight interest They all passed it drizzled by the glamour of the Orient and the western sea, their eyes being holden that they should not appreciate the wealth and beauty that lay at their hand It was these explorers who featured the Kaministiquia and not I for they saw in it the entrance to the great mysterious land of promise for which they were looking The importance that they gave this, as a transfer point, does not lessen our own appreciation of the possibilities of this spot for it is a recognized fact that all great cities have grown up on places that were considered strategic points by the Indians and early explorers.

The exploitation of this great area—nearly 400 000 square miles is still in its infancy only the outer edge being touched but it is well to recall some of the heroes who have trodden that fringe for in the stories of their lives one finds the history of Canada as well as that of the immediate District.

Champlain the Father of New France came to America in 1608 His instructions were to open up the fur trade for the benefit of the government—his own life dearr was to make use of the fur trade to open up the country for settlement purports,—so within a few months of his arrival in the country he was making his way up the Ottawa down toward the Lake that was to bear his name, hither and thither covering an extraordinarily wide district. In 1611 he heard of the waterway to the James Bay and his imagination was fired when he had an interview with a young French man Nicholas Vignau who had been living among the Indians and who reported having visited the northern sea The Indians undoubtedly used the waterways from the Ottawa to the Bay but probably only slightly and the stories that they told the imaginative Vignau were founded on fiction quite as much as on fact Such as they were ruled by Vignaus own inventiveness, they were sufficient to fool Champlain himself, who started with four servants, including Vignau to follow up the route

They had only gone a short distance up the Ottawa, when Vignau was made to acknowledge that his claim was a hoax, and that that was the limit of the district he had seen. Disappointed Champlain returned to Quebec He was not discouraged though for two years later he returned to the Ottawa, and after a long and arduous trip discovered the Nipissing and the route through to the Georgian Bay and then turned down south. Many years later in 1867, a souvenir of that early trip was found between Mud and Turtle Lakes, a surveyor's instrument, an astrolabe that bore the initials of the great explorer

Etienne Brule who was later to be the first white man to put his eyes on Lake Superior, was a servant of Champlain. As his name has been given to one of our bays, it is of added interest to us to learn of his character as well as of his deeds. Parkman in referring to him says, "Brule that pioneer of pioneers, the famous interpreter" He understood the Indians and had but little trouble in getting on with them, though in the end he was killed by them when he attempted to rescue one of his helpers Brule accompanied his master on many important trips but also did a great many on his own. He had already explored the upper reaches of the Ottawa before Champlain got across to the Nipissing for the Champlain map of 1612, indicates lakes Temiskaming Kapawa and the rivers Mattawa, Antoine and Jocko all of which and undoubtedly been discovered by Brule

Jean Nicolets great discovery was Lake Michigan in 1618, and as far as I know he did not come up into this part of the country at all His influence however reached us for in definately opening up the Nipissing French River route and establishing friendly relations with the Indians he gave to the French the monopoly of the fur trade for many years. Nicolet was certain that he was on his way to China as he carried with him a very gorgeous Chinese outfit, in which to greet the oriental potentates.

While the Nipissing French River route was practically the only way to get across to the Great Lakes, its popularity was greatly increased by the fact that it was fairly safe from the Iroquois, as a point as far off as the habitat of an Indian people, had had some bearing on the opening up of our part of New Ontario

The next important epoch in the history of discovery in this part of the country was that of the brothers-in-law Groseilliers and Radisson. They explored Lake Superior in 1654-56 The south shore they savaged carefully and it is believed that they also reached the James Bay via the Albany River, probably following the old Sioux trail They returned

by Mance River to Lake Superior and then down to Quebec, carrying with them a great consignment of furs. On their arrival they were treated badly by the government and their furs seized. The French official little realized how far reaching this act was to be. As a result of it, the two French explorers left the French service and went over to the English and ultimately persuaded the latter to form the great company that was to be called the Hudson's Bay Company.

In the meantime though Father Allouez was also doing some exploration in the interior, reaching Lake Nipigon. Here he established a mission among the Indians who were of the Nipissing tribe. One would infer from Father Allouez's report that he felt that mission work in this western part of the country should be done from fixed points, with men to work for their maintenance and chapels for religious services. Probably if his hopes had been realized it would have introduced a permanency to Indian life and settlement that might have helped to open up the country much sooner than it has been. He however had to return to Quebec, and never came back here. It was Father Allouez who named Lake Superior.

Lac Tracy, after the then Governor of Quebec, and this name appears on the maps for several years.

Sixteen hundred and seventy-eight was a very important year for Fort William for it was then that Duluth and his party arrived to explore Lake Superior and to re-open the fur trade among the Indians. His brother La Tourette went into the interior and built forts on the Nipigon, and further north at the junction of the Kenogami and Albany Rivers and so diverted much trade from the Hudson Bay Company which was then ten years old. Duluth himself built a fort at the mouth of the Kaministiquia, probably about the foot of McTavish street, in 1679 and later explored the Lake of the Woods, and the Winnipeg Basin.

The Kaministiquia River was first explored by Jacques de Noyon about 1688. He followed the waterways through to the Lake of the Woods discovering the latter lake. He built a fort on the Rainy River probably near Fort Frances. Part of his course would follow that of the old Sioux Trail for none were quicker to find the easiest route than those wily Sioux. Thirty years later, Robutel de la Noue came along and rebuilt Duluth's fort on the Kaministiquia and constructed one on the Lake of the Woods. This river route however was not used to any extent for the Pigeon River one was found to be rather easier and the trade was diverted there for nearly a century. In 1722, we have the first mention of the Pigeon River, when an officer named Pachot wrote describing its merits

La Verendrye was the next famous explorer to make his headquarters at the Kaministiquia. He spent the winter of 1731 here trading in order to make some money for his trip further westward. His ambition was to discover a practical route to the western sea and though he did not reach his goal, he accomplished much more than it was given to the majority of men to do. He and his sons explored the basin of the Winnipeg and probably got as far west as the foot hills of the Rockies, as well as covering the basin of the Missouri. However, the special association that we of New Ontario have with him arose in connection with the tragedy of the Lake of the Woods, when in 1736, his son and a party of twenty other Frenchmen were murdered by the Sioux on an island in the Lake of the Woods. La Verendrye himself was at Fort St. Charles, on the western side of the lake up the bay now known as the Northwest Angle Inlet. Provisions and ammunition being needed, it was decided to send three canoes down to Kaministiquia and Michipicoten. Young Jean Baptiste La Verendrye was in charge of the party among whom was the missionary Father Aulneau. Apparently without warning they were attacked while asleep. Their bodies were mutilated and left on the sand. They were later buried by La Verendrye on the same island which has ever since borne the sinister name of Massacre Island.

The Grand Portage at Pigeon River passing into the hands of the Americans after the revolution, it was necessary for the Montreal traders to find another route and in 1789 the old Kaministiquia one was re-opened by Roderick Mackenzie of the North West Fur Company.

The squabbles between the Northwest Company and the Hudson's Bay Company resulted in Lord Selkirk bringing in his mercenaries, the De Meuron regiment in 1816. They camped up the river at the point that bears their name and there started out in the winter time to make their way to Red River. Selkirk made a bee-line between the two points passing south of Shebandowan. Peter McKellar says that he has frequently seen signs of the trail the first that was ever put through by white men.

In 1857 H. Y. Hind made a report for the government on the country between here and the mountains, with a view to putting through a railway. At that time it was the intention to make use of the water routes in so far as it was possible only connecting them up by railroad. Hind gives a very interesting description of the country and features the agricultural possibilities of the Kaministiquia Valley. In 1858 the government incorporated a company known as the Northwest Transportation Navigation and Railroad Company which

was empowered to construct railroads, roads, and tramways between the shores of Lake Superior and the Fraser River. Nothing came of this, but it did indicate that people were learning something about this section even though it was little more than that of the early explorers namely that it was necessary to pass through it in order to get to the west.

S. J. Dawson made the next important government report on a road from the Head of the Lakes to the Red River and in 1870 his course was followed in taking the troops through to quell the Red River Rebellion. This road was a very fine piece of work, and many miles of it still remain in good condition. The Dawson route followed to a large extent the course of the old Sioux Trail.

In the meantime Confederation had been consummated and the government was pledged to build a railway across the continent and scores of engineers were sent out to discover the best route. This opened up the country greatly but having only the one idea in these minds, they did not gather very much information about the country in general through which they were passing.

The opening up of the country in the search for minerals did more to make it known. In 1845 thirty applications were made for locations on Lake Superior and in 1847, the Bruce Copper Mines were discovered in Algoma. In 1868 the Silver Islet mine was discovered and in 1870 Peter McKellar discovered the first important vein of gold at the Huronian Mine near Shebandowan. The Sudbury nickel-copper deposits were discovered during the building of the Canadian Pacific Railroad in 1882 and in 1899 the greatest iron deposit then opened in the Province was found at Helen Mine in Michipicoten. It was not till 1903 that the Cobalt silver area was discovered and a great wealth of gold being soon often found men were eager to get into the inland country to explore for more untapped wealth. This has added greatly to the knowledge of the geography of one country, but much in all as has been learned those who knew best feel that they are still only on the edge. They claim that we will yet find in the interior wealth of mines agricultural areas, forests and power that will make New Ontario the wealthiest section of the entire Dominion.

To deal with the exploration of the northern section of our district, we must retrace our steps to the time when Groseilliers and Radisson threw over their allegiance to France in 1666, and appealed to Charles the Second of England, to organize a fur trading company to trade into the Hudson Bay. This great sheet of water had been visited by the Portuguese as early as 1558-67 for the Ortelius map of 1570 indicates the

entrance to the Bay. It was not till 1610 though that it was explored by Hudson, who gave the Bay his own name. He spent the winter at the southeast corner of James Bay at what is now known as Rupert's Bay. He had hoped to have found a passage to the "southern sea." You will remember that this was the time that Nicholas Vignau was living with the Indians and studying up his story of his imaginary trip to the "sea of the north." Surely Vignau must have had some pretty direct word of Hudson's party or he could not have told such a circumstantial story. While at Rupert's Bay, Hudson did a little homesteading with the Indians and so was the true forerunner of the "Great Company."

Many of our great explorers devoted their lives to unravelling the mysteries of the Hudson Bay just as with the same hope that they would some day find a passage to the Orient. In this they failed, but they did succeed in making a record of every turn in the shore line, part of which forms some of the southern border of New Ontario.

In 1668 the charter was given to the Hudson Bay Company by which they became the owners of all lands drained by the Hudson Bay—excepting such as might be the rightful property of some other Christian monarch. Our two Frenchmen, Groseilliers and Radisson came over with the first two boats, and the former landed with the one of which he was in charge at the same southeast corner that had sheltered Hudson fifty years before. Groseilliers named the river that discharged itself in the bay, the Rupert. The English in the party had no success in their attempts to trade with the Indians, but the Frenchmen's long experience stood him in good stead. By flattery and presents he won their confidence and they agreed to bring him their furs in the spring. During the winter he made many trips into the interior exploring and making friends among the Indians, and in the spring crowds flocked to Rupert's River to trade with him. Thus was the exploration of the north section of our district commenced. In 1673 the two Frenchmen returned to the allegiance of France and explored on behalf of that government as far north and west as the Hayes River. About this time D'Iberville knew as the first great Canadian went across from Quebec, overland to dispute the claim of the English to the coast territory. He went via the Ottawa, Lakes Timiskaming and Abitibi and down the Moose River. Once more the original Indian trail proved the only one for getting across the country. The overland route is so much more arduous than the ocean trip, it has never been popular at any time; consequently we have but few records describing that part of the country.

While the Chippewe Indians have been in possession of Northern Ontario from time immemorial they apparently followed another people as may have been descended from them, though that is hardly likely These early people were generally known as the Mound Builders The centre of their activities was in the South Central States but remains of their work are to be found as far north as the Rainy River District, where there are still to be seen conical mounds filled with human bones, pottery, and weapons. They probably also worked the copper mines on the south shore of Lake Superior and on Isle Royale. Their work indicates a very high standard of intelligence, determination and energy characteristics that were developed much more highly than with the average American Indian Where these people came from, and why they went away and where to no one can tell, but it is probable that they were not war like, and so were unable to meet the bloody hordes that pursued them Whether or not it was the Chippewe that exterminated them, no one knows, but our native Indians have always been good fighters and ready to hold their own. They have not indulged in wars to any extent, for their territory was very large and they were content to confine themselves to it. They never figured much in history, for their habitat was too far removed from the territory of early settlement by the whites for them to take any part in our pioneer life. Their general relationship to the French was always friendly, though the Thunder Bay Indians early found their way to the Hudson Bay for trading purposes and so had intercourse with the English rather than with the French It was only when the Northwest and X Y Companies came to Grand Portage and Fort William that their trade was thwarted to this end The Chippewa belong to the Algonquin family, and are closely connected with the Crees and Nipissings The Crees occupy the more northern part of the country They all have a fairly extensive legendary history but no attempt has been made to make a full collection of it. Many of their stories are associated with their wars with the Sioux, who occupied the territory to the south and west. This terrible tribe tried to get possession of this part of the country and for many years they made regular raids, coming up from the neighborhood of what is now Duluth Minnesota following the inland lakes and rivers They evidently got as far north as the present town of Sioux Lookout as the name would indicate and every now and then is disclosed the remains on rocks of some of their hidden signs. It is supposed that they met their first defeat about 1650 by the Chippewa in the neighborhood of Thunder Bay Dog Lake was the site of one of their great battles the absence of which

was marked by the Chippewa in their making a great effigy of a dog which still may be seen by those interested. Signs of their battles are to be found near Lake Ojibee, at Silver Mountain and on the Welcome Islands, as well as in many other places. The Chippewa then having the country to themselves gradually deteriorated, and their hunting life, which necessitated each family having a large range of country to elect to destroy tribal strength.

It may be news to many to learn that there was ever a dispute as to whether this part of the country belonged to Canada or to the United States and yet such was the case. The treaty of 1783 defined the boundary as passing through Lake Superior northward of Isle Royale to Long Lake and then through the middle of said Long Lake to the Lake of the Woods.[7] The Americans claimed that the Kaministiquia was the line meant and that Dog Lake was intended when they said Long Lake. Had they won they would have got everything south and west of the Dawson Trail. I ran across an old map the other day that shows Dog Lake as Long Lake so perhaps they had real grounds for their claim. The British on the other hand were ready to grant that the Pigeon River might be meant though they claimed that the correct boundary was the St. Louis River at Duluth and gave many very good reasons in support of their claims. Of course we know that they finally decided on the Pigeon but with the understanding that the Grand Portage should be open to citizens of both countries. Looking at it from the present one would naturally imagine that that was the only solution to the dispute but one might also wonder what would have happened to the ports at the Head of the Lakes, if the site of Fort William had been acknowledged to be in American territory, or if on the other hand Duluth had been declared to be in Canada.

Another boundary dispute was of even more importance to those cities, for the solution was not so easily seen and that was whether or not we belonged to Ontario or Manitoba. We have all discussed the question of secession from Old Ontario, but it may be news to you to learn that had it not been for the astuteness of Sir Oliver Mowat in presenting the claims of Ontario we certainly would have been a part of a western province instead of an eastern.

When the Dominion of Canada purchased the rights of the Hudson Bay Company it naturally wanted to get all it could and was inclined to encroach on the boundary already claimed by Ontario in fact the Dominion insisted that our two cities were outside the province of Ontario. To solve this dispute it was necessary to find out just what the original

boundary of the French Province of Quebec was, for it was evident that the Dominion in purchasing the rights of the Hudson Bay Company would have no claim on anything originally belonging to the French and Ontario was only claiming that her northern and western boundaries were identical with those of France

To find out what these boundaries were it is necessary to go back to the squabbles between the Hudson Bay Company and the French fur traders. As you will remember the charter gave the former all the country drained into the Hudson Bay "that was not owned by some other Christian monarch" The Company's policy was to make the Indians come to them consequently they never went inland to any extent The French on the other hand, went to the Indians, and soon had posts established all through the country as far west as the Saskatchewan, and right to within sight of the Company's own houses often, so while the English claimed the territory as far south as the height of land the French were in actual possession. The French won out in the struggle and on January 29, 1701 the Hudson Bay Company agreed to the Albany River being the dividing line between their territory and that of the French. This was ultimately accepted as Ontario's boundary to the north, though not without a struggle for in spite of that precedent the Dominion had claim as long as they could to everything north of the Height of Land

The western boundary was even more difficult to define, but here again Ontario laid claim to everything that was still under the British Crown that was originally known as Quebec As you will remember the continent was divided between the British territory of Canada, and the French of Louisiana the boundary between which being defined as the Mississippi River to its source and then due north to the Hudson's Bay Company's territory (Part of this northerly line is now the boundary between Ontario and Manitoba and the description of it accounts for the peculiar projection of Minnesota into what would seem should belong to us)

The Treaty which wound up affairs between England and France after the fall of Quebec defined the western limit of Canada as a line "due north of the confluence of the Ohio and the Mississippi Rivers" This line was six and a half miles east of Port Arthur, and was the boundary of Manitoba as claimed by the Dominion in their act of 1881 There was another boundary that the Dominion was prepared to accept, namely conformance to the Height of Land This would have given our two cities to Ontario as that line is about sixty miles west From 1870 to 1884 there were arbi

traitions and appeals to higher courts but finally in 1889 the northerly and westerly boundaries were definitely set forth as they are to-day. It was not alone among the politicians that the disputes were taking place. Kenora became a hotbed of contention and at one time there were officials from both Manitoba and Ontario claiming the right to jurisdiction. The private citizen was in constant trouble in regard to titles to lands and in order to be sure had to take out two titles one from the Dominion and one from the Province.

Undoubtedly Ontario was in the right in her claim to this part of the country and in fact she might well have claimed much further west than she did, for the French were really in possession of the western fur trade to a much greater extent than was the Hudson Bay Company, but we, as citizens of the Twin Cities might well wonder if it would not have been to our advantage had the decision gone the other way. As a seaport for the province of Manitoba we would have received much more consideration than we have ever had from Old Ontario.

The history of New Ontario from nineteen hundred to the present has been quite as full of romance as that prior to that date but dealing as it does with an entirely different phase it could better be handled in a paper discussing our commercial development. That story however would not be complete unless we had information in regard to the past, for the success of Future New Ontario was undoubtedly foretold when those doughty old explorers decided that the wealth of the west was only to be fully enjoyed by using as a connecting link New Ontario.

THE UNVEILING OF THE HISTORIC CAIRNS

(From the Times-Journal)

Sept 18, 1928 will be recorded as an epochal date in the annals of this region surrounding Thunder Bay. Posterity will recall, kindly and enthusiastically that on this day, two cairns, of granite stone and mortar, monuments to adventurous men of the past and to events of paramount historical interest, not only of local but of national significance, were unveiled in the presence of a distinguished gathering of lake head people, many of them pioneers of around half a century of residence here Ceremonies of an impressive character and addresses in which the eloquence of the speakers was matched with material of great historical interest made the day of the double unveiling one long to be remembered here

The first of the two cairns erected by the department of the interior of the Federal Government upon the recommendation of the Historic Sites and Monuments Board, was unveiled at Point de Manron on the Kaministiquia River a few miles from the city limits of Fort William a spot of great natural beauty and for ages the meeting place of primitive travel and traffic of the aboriginas of the great plains and the Great Lakes and the hardy explorers traders, adventurers and pioneers who came after them. The ceremony took place at 2.30 or a lovely autumn afternoon

The second cairn was unveiled at 4.30 in the Heath Park West Fort William It commemorated the turning of the first sods of the two great railways, the Canadian Pacific Railway and the Grand Trunk Pacific Railway

At both ceremonies, Mr Peter McKellar most distinguished pioneer and his sister Mrs Deacon officiated at the unveiling With them were other pioneers of long residence at the Head of the Lakes Among those others who attended the two ceremonies were Major Joseph E Cruwford Dr James Coyne of St. Thomas, representing the Historic Sites and Monuments Board R S Richardson A F Hawkins, John King Rev D Malvor, G E. Dunsan C H Plummer, Hon Dr E J Mannan M.P. F J O Brien president of the Canadian Club, Dr C C. McCullough President of the Fort William Board of Trade Miss M J L Black president of the Thunder Bay Historical Society, Roy Kirkup Capt J W Cousson Capt James McCausal, W A Armstrong and E Langford president and secretary of the Fort William Parke Board William Hunter Parke Board Wilfred Walker Dr W S. Lockup C W Jarvis, Rev Joshua Dyke Mrs George

A Graham, Robert Weigand, Col. S. C Young William Webster, secretary of the Fort William Board of Trade William Shane E E Wood, principal of the Collegiate Institute, and members of the staff including M L Cornell J L MacLaurin Miss Tilden English specialist, Donald Munro assistant city clerk, many prominent Fort William women and a throng of other citizens augmented at the latter unveiling by a host of school children.

The inscription on the tablet set in granite rocks that form the substantial monument at Point du Meuron tells in brief the national significance of the spot on which the cairn stands. It reads:

Kaministiquia Portage.

Le Pont D'Aterrissage des canots, commencement de la longue portage vers le Grand O Uest, fut suivie par les Indiens pendant des Siecles puis Jacques de Noyon, en 1688, puis par les découvreurs, explorateurs et commercants, Francais, Anglais et Canadiens.

The canoe landing the beginning of the long portage route to the Great West was used by the Indians for ages, by Jacques de Noyon in 1688, subsequently by French, English and Canadian discoverers, explorers and traders. Site de nailed by Lt Col Samuel Crawford Young. Erected 1927.

Mayor J. E. Crawford acted as chairman of the ceremonies which opened with a prayer by Rev. Jos. Dyke, pioneer. The mayor in a brief speech dwelt on the glories of past centuries, and paid a glowing tribute to the brave and adventurous explorers who followed the Indians over this route decades ago. Also it was pleasant he said, to have so many pioneers present for they represented a storehouse of historical data that should serve as an inspiration for the younger generation. He congratulated the gathering on being represented by the federal government that took note of such events. For this monument," he said, "will stand for ages to tell the story of bravery and heroism of hardy pioneers generations ago."

Miss Mary J. L. Black president of the Thunder Bay Historical Society then was introduced. The cairn she said was erected in honor of explorers, traders and Indians primarily the Indian aborigines through whom she declared Canada was preserved for the Empire. "We owe a great deal to them," she said. On behalf of the Historical Society she welcomed the gathering solicited their help in preserving old pastures and points of this region historical data, or other material that may prove of great value to the Society.

As Miss Black concluded the prow of a canoe was seen pushed above the bank of the Kaministiquia and in a moment a voyageur came into sight clad in picturesque costume of

years ago. He carried his frail craft into the enclosure surrounding the cairn partially optorned the canoe, spread his blanket beside it, pulled his tent over the craft, and with the aid of his axe made a cosy retreat for the night. The part was taken by Donald Munro and revealed to the gathering how centuries ago adventurous spirits may have sought success for the night on that self same spot.

Col. S. C. Young was introduced as the donor of the site on which the cairn was erected.

We stand to-day on historic ground" he said. "A spot that links the present with the dim and romantic past with its picturesque voyageurs, explorers, soldiers and missionaries who before the advent of the great Transcontinental Railways passed to and fro over the Long Portage. The speaker recalled the discoveries of Dulhth and the exploration of Jacques de Noyon who passed over the site of the cairn in 1688 in quest of the great inland sea thought to be in the west. He returned without realizing his dream. No white man followed him until the arrival of Roderick Mackenzie in 1789 when the North West Company man traversed the route in his endeavours to replace the route formerly followed via the Pigeon River. Then followed legions of traders explorers soldiers and missionaries. How long the route was used the speaker would not venture to hazard, but these was one thing that posterity can be sure of that the character of the stout hearted men who penetrated the Great Waters of the North land were of a type that has contributed in no small measure to the building of the Canadian nation a strong, courageous far-seeing people. Colonel Young also recounted other interesting associations with Point de Meuron, Lord Selkirk o presence there in 1818 of Lord Milton and Dr. Cheadle, the famous explorers in 1870 and Lady Milton of the birth of the present Lord FitzWilliam. The early road to many of the mines passed the river at this point.

There was a mild outburst of applause as Peter McKellar first discoverer of gold in Ontario, explorer of note, and one of the earliest settlers of Fort William rose to address the assemblage. Despite his venerable age he stood firmly and in a steady voice expressed his delight at being present on such a memorable occasion. He said that fitting tribute had been paid to the traders and explorers of decades ago, and recounted some of his own experiences taken from memory storehouse over the same route many many years ago. Many appeared affected at hearing this esteemed personage and there was no doubt as to their affection for the pioneer as they applauded his concluding remarks.

Capt. J W Cousins, 82 years young smiling vigorously was loath to make an address his excuse being that "I might spit my mum brace Everyons amused Pressed he gave in and standing before the historic cairn confessed that this was the first occasion in 60 years on which he was called upon to speak More than sixty years ago he said he accompanied a detachment of the 60th Rifles up the Kam River With 20 guides it took nine days to go from the mouth of the River to Kakabeka Falls, much too long But they could not handle the boats," he explained In concluding he said that a cairn might well have been placed at the Falls because nte and all had to portage there, whether they liked it or not a remark that drew laughter from everyone

The last speaker was Doctor James Coyne of St Thomas, Ontario who represented the Historic Sites and M numents Board in a brilliant address literally crammed with historical data he told of the important part played by some in the destiny of the nation. Dr Coyne paid his first visit to what is now Fort William in 1871 There were but two houses on the bank of the Kaministiquia In one dwelt the McKellar household in the other the McVicar household He paid a glowing tribute to Peter McKellar "Your venerable and esteemed citizen and public benefactor founder of your society president for many years and now its honorary president For more than sixty years he has himself been a part of the history of this region. It has been my good fortune to have known him ever since my first visit here n 1871 and I know whereof I speak I am sure that we are all one in the hope that he may be long spared to the community he has so long adorned In explaining the work of the Board he said that there were certain rules to be followed Historical events came under three classes, those of local importance those of provincial importance and those of national importance In these naval and military events came under the federal classification Also it was the aim of the federal government to mark the terminus of every great portage among the first most of which was the Kam Portage "These stones and tablets are intended to mark the national historic importance of your noble Bay and River he said For ages the Kam Portage was used, how long ago he could not tell Perhaps millions of years ago scientists declare through discoveries in strata in recent years. Water for thousands of years provided transportation and for ages a system of transportation north of the Lakes was the birch bark canoe It carried the primitive inhabitants and their primitive belongings He recounted its history recalled the major events in king Point de Meuron with the past up until the present He said that

It was not his purpose to enter into a history of the great railway companies that followed His main task was to tell the tale briefly and sincerely of nature's wonderful highway of past ages Everyone who heard him joined in a spontaneous demonstration of applause Space does not permit giving Dr Coyne's address in full

As he closed Peter MacKellar with Mrs M Deacon gently pulled the cord that let fall a huge Union Jack draped over the cairn exposing the tablet The Flag was loaned for the occasion by N M Patterson As the Flag fell to the cairn's base all joined in God Save the King

From Point de Meuron automobiles conveyed the gathering to Heath Park where the second cairn commemorating the turning of the first sods of the C.P.R., and G T P Railways was unveiled Inscribed on the tablet were the following significant paragraphs The mouth of the Kaministiquia for ages the gateway to and centre for the interior became later the lake port terminal of great Transcontinental Railways The first sod of the Canadian Pacific Railway was cut by Adam Oliver M P P., on the first of June 1875 The first sod of the Grand Trunk Pacific Railway was cut by the Right Honorable Sir Wilfred Laurier, Premier of Canada at the Canadian Pacific Crossing on the 11th of September, 1905 The first grain from the west to reach Fort William received in 1883 and was loaded with wheel barrows into the steamers for the east

The gathering was increased in size by many more residents when ceremonies were opened by a prayer by Rev D McIvor pastor of First Church United In another brief and interesting address Mayor Crawford as Chairman paid tribute to the founders of the railway systems. He introduced A. F. Hawkins terminal superintendent of the Canadian Pacific Railway as the first speaker. Mr. Hawkins recalled the events of that momentous date in Fort William's history when the first sod of the C.P.R was cut by Adam Oliver the ceremonies presided over by D D Van Norman and the gala day celebrations in the town In brief he outlined the history of the great railway of its part in the political history of Canada of the obstacles faced by its builders how they conquered almost insurmountable barriers to ultimately give to the Dominion one of the greatest transportation systems in the world He paid tribute to the vision of Sir John A Macdonald to the genius of George Stephen (Lord Mountstephen) and to all the early founders and builders of the railway

He was followed by R. S Richardson, terminal superintendent of the Canadian National Railways Fortified with volumes of authentic data he dealt largely with the early

monies in connection with the turning of the first sod of the G T P Railway here Sept 11 1905 by Sir Wilfred Laurier Local men who played a part in the events included C H Jackson, C W Jones, L L Fuller Mayor E S Rutledge S C Young A Macdougall Dr Hamilton, James Murphy Da Smellie, Rev Father Aspin F R Merrin E A Martin G A Knowlton W Stephenson W F Hegarth John Kingmeny of whom have since been called by death He told of the reception given Sir Wilfred of the long line of carriages thirty-one in number flanked by collegiate cadets and headed by the Fort William band, that made up the procession that journeyed to the scene of the ceremony In addition a train of thirteen coaches and street cars carried thousands of residents to the spot. At three forty one o clock Monday afternoon Sept 11 1906 with a silver spade now possessed by S. C Young the Premier cut the first sod Mr Richardson recounted the growth of Fort William in population and industry since that time

He was followed by Captain MacCunnel of the S S Assiniboine who delivered an extremely interesting address on the early days of navigation in the Head of the Lakes

Dr Coyne again spoke somewhat along the lines of his previous address

The ceremony closed with Peter McKellar and Mrs Deacon in rolling the monument as the gathering sang God Save the King

The work of veiling the cairn was in charge of E Bass

DINNER IN HONOR OF DR. JAMES COYNE
SEPT 18 1928

(From the Times Journal)

A delightful informal dinner party was held last night at the Avenue Hotel under the auspices of the Fort William Historical Society in honor of Dr James Coyne following the unveiling of the historic monuments here Miss M J L Black, president of the society presided with the guest of honor at her left hand and after coffee had been served, called upon a few of the local guests to speak before Dr Coyne the speaker of the evening

A J Boreham responded to the toast of the Railways and spoke of the fulfilment of the prophecies of the Fathers of Confederation, regarding a railway from ocean to ocean but he saw the end of railway travel since television would soon bring all the scenery that is now visited by rail to a man sitting in his armchair at home

G R. Dineen replied to the toast Industrial Fort William pointing out the great fundamentals for industries possessed by this city in raw material, power, transportation and water supply

The toast of the Historical Society brought John King to his feet who said that the members of the society were not so numerous, but were made of gold stuff Dr Coyne however had shown them that they still had history to learn about their own surroundings He ended by giving personal recollections of his own connection with railway building in Canada

In commencing his address, Dr Coyne extended greetings from the Elgin Historical Society to its Thunder Bay sister Elgin was one of the earliest societies organized antedating even the provincial society Dr Coyne added that the Thunder Bay Society is one of the best known in Ontario, and its president Miss Black and its Past President, Peter McKellar have a name and fame not confined to Fort William An interesting feature of this speech was the reading of a letter written by Dr Coyne during a visit to Thunder Bay on the Chimora, Capt. McGregor in 1871, just after the passing through of the Red River expedition One of the prominent objects at Prince Arthur's Landing was the stockade built by Wolseley's soldiers, while the Chimora had to anchor outside the bar at the mouth of the Kam River and deliver its cargo by boat Thus said Dr Coyne I am one of the oldest of old timers in Fort William He also recalled a later visit to Fort William when he and his friend were walking in

tween two strings of box cars in the yards, on their way to the hotel when they were suddenly met by a racing elephant and quickly took shelter between the cars. Presently they met a man, who calmly asked if they had seen an elephant, as if they were native to the town. It had escaped from a circus, and was later found cured in the way to Port Arthur. In conclusion the speaker hoped that both the cities at the Head of the Lakes would realize their hopes for the future.

The list of guests were as follows: Miss Black, Dr. Cayea, Mrs. M. Duncan Mrs G A. Graham Mrs. E. F Jarvis, K S. Richardson Mr. and Mrs C. W. Jarvis, Mrs C. H. Kirkup, Miss Charlotte Wiegand Miss Pamphylon Mrs N A. Archer Mrs J A Clark Miss Lenore Clark Mr and Mrs. A J Boreham Mr and Mrs S C Young Capt McCannel Miss Ivelle Pritchard Mr and Mrs G R. Duncan Mrs. A. D Stewart F F Duncan Miss Mildred Turner Mrs. A F Grove Mrs E. G Copping Miss Marjorie Copping John King Miss Robin and J K. Lumby

A WEEK ON LAKE SUPERIOR
(In July, 1872)

BY J. B. COYNE

(From the St. Thomas Journal, 1871)

The outer Bay is about 28 miles long and 15 miles wide, and its whole expanse can be seen from the deck of the steamer. Just west of us, as we lay at anchor, (July 19, 1871) were the flat sandy shore, and the cluster of new frame houses which is called Prince Arthur's Landing. The houses are between thirty and forty in number, nearly all of which have been erected within the last year. The village is the terminus of the Dawson Road leading to Fort Garry, and seems bound to go ahead. A few miles to the south of us opposite the mouths of the Kaministiquia are two pretty little wooded islands called Welcome Islands. Ten miles farther south we see a number of high rocky islands running off in a south westerly direction from Thunder Cape. Just across the entrance of the Bay is the fantastic Pie Island, eight miles long and five miles wide, and very lofty. Its western extremity being a mountain perfectly round with its walls rising perpendicular on every side to a height of 850 feet. This mountain is called the Pie from its resemblance in shape to an enormous meat pie. Through the gaps between the islands, is dimly descried Isle Royale, 40 or 50 miles to the south of us. Directly across the Bay 15 miles distant from us, Thunder Cape towers grandly above every other object in sight, presenting the appearance of a gigantic stairway rising gradually from the point opposite Pie Island by six or seven steps, each upwards of two hundred feet high to an elevation of 1350 feet above the lake. On its northern side the mountain breaks off rather abruptly and is succeeded by a lower range of mountains which wall in the glorious bay as far as the eye can reach. Westward from Pie Island and just back from Fort William we see McIlvee Mountain, an extensive plateau rising perpendicularly from the river bank to the height of 1000 feet. Behind this again is mountain after mountain, running off to the west until they are lost in the distance. The whole view from Prince Arthur's Landing is one of magnificent grandeur.

During the morning a number of us embarked in a small tug, commanded by an Indian captain, for Fort William. This is situated on the south bank of the Kaministiquia River about a mile from its mouth, and comprises but one or two houses besides the Hudson's Bay Company's fort and store. Opposite on the south bank, we observed an Indian village of bark wigwams and canvas tents. The Indians of this region

are much darker than those of the Thames and Grand Rivers. Scores of canoes were drawn up on either bank and in the river were several manned by their swarthy owners. The regular Chippewa salutation is a corruption of the French Bon Jour and when we shouted it across the river to the occupants of the wigwams they returned it heartily laughing as if they considered it a good jest The river is one of great beauty being bordered with lovely green meadows and long armed trees, which sometimes seem almost to shake hands across the clear water The banks are low flat and exceedingly fertile. All sorts of grain are cultivated with good success in the river valley When the sand bar at the mouth of the river is dredged out, the stream will be navigable for the very largest lake vessels to a distance of twelve or fourteen miles We walked about a mile up the river from the Fort admiring the bountiful water the graceful canoes, the rich fields, and the frowning mountains, but the extreme heat of mid-day, and the insolent familarity of the black flies, which would persist in forcing themselves upon our notice, compelled us to retrace our steps to the Fort, whom we again went on board the tug and returned to the Chimera. After dinner I went ashore at the Landing Here and also at Silver Islet settlement Messrs. Blackwood and Sons of Wellacetown, have established themselves in business as general merchants, and have succeeded well in their enterprise The only object of special note at the landing was a stockade built by the Red River Expeditionary Force last year as a clearance II consists of an earth work, guarded with palisades, and surrounded by a moat At 5 p.m we weighed anchor and steamed to the mouth of the Kaministiquia where we again anchored for three hours, whilst a small boat was sent up to Fort William for the mails Meanwhile we witnessed a very heavy shower in the direction of Pie Island though not a drop fell in our neighborhood, and the gorgeousness of the sunset was rivalled by the strange beauty of the rainbow between us and the Pie The brilliant variety of colors in the rainbow being in fine contrast with the black mass of basalt in the background At last, about 8 p.m. we started in earnest for Duluth Passing by Welcome Island we had one of the grandest views imaginable Thunder Cape had changed its form as if by magic and now looked like the extended body of an enormous giant lying on his back with arms folded on his breast, the round elevation to the north appearing to be his head Far to the north was the long array of mountain bluffs extending one after another all around the bay Numerous fires in the woods along the shores and a smoky haze around their immediate neighborhoods Westward, Prince Arthur's Landing nestled at the foot

of a range of mountains, which had been hidden by the woods when we lay near the village. Southward, between Pie Island and Welcome Islands, was a long vista, extending towards Pigeon River, of lofty islands and mountainous shores, of gigantic rocky bluffs and dark, receding coves, full of a solemn grandeur which filled one with awe and reverence and wonder, while overhead the clouds marshalled their forces bleak and threatening, as if about to storm the great Thunder Cape with all the artillery of heaven. Far to the southeast Isle Royale, wrapt in a dim haze of blue, slumbered peacefully on the bosom of the mighty lake. It is said that on the top of the three highest mountains of Thunder Bay there is a lake of clear water large in size and of great depth. The Indians have a legend that the thunder as a huge bird having its home on Thunder Cape, where it hatches the lightnings. They say that a thunder storm in the Bay is something terribly grand, each mountain sending back the thunder peals in deafening reverberations. But the night of a storm was denied us, for the clouds swept by and left the sky clear again, and soon we were on the broad bosom of Superior with the darkness growing thick around us, and the cold wind blowing across the water.

ADDRESS OF JAMES H. COYNE AT FORT WILLIAM, ONT

SEPT 18, 1923

AT THE UNVEILING OF THE CAIRNS IN HEATH PARK IN THE CITY, AND AT THE KAMINISTIQUIA PORTAGE

On sites donated by Lieut.-Col Samuel C Young and the City of Fort William respectively these cairns have been erected by the Department of the Interior for Canada upon the recommendation of the Historic Sites and Monuments Board whom I have the honor to represent, and I bring you their greetings, firstly to The Thunder Bay Historical Society for undertaking the programme for the formal ceremonials, and the City of Fort William for its hearty co-operation, and also to the sister city of Port Arthur whose historic cairn has already been dedicated. These stones and tablets are intended to mark the national historic importance of your noble bay and river Your Historical Society has done much to preserve and transmit their story to future generations Its work is entitled to public recognition and appreciation and the gratitude of this and future ages. It is fitting on this occasion to offer special felicitations to your venerable and esteemed citizen and public benefactor, founder of the Society President for many years and now its Honorary President Mr Peter McKellar. For more than sixty years he has himself been a part of the history of the region It has been my good fortune to have known him ever since my first visit to Fort William in 1871 and I know whereof I speak I am sure we are all one in the hope that he may be long spared to the community he has so long adorned

The memorial erected at Fort William twelve years ago through local effort commemorated famous explorers It is a connecting link between the cairns which engage our attention to-day These mark the oldest and the latest phase of your local history

At Fort de Meuron, for countless ages, was the meeting place in primitive travel and traffic of the aborigines of the great plains and the great lakes Such a place of meeting the Kaministiquia River remained after the coming of the French and then the British explorers and traders, with little or no change in its main significance, until a time within the memory of persons here present.

But with the turning of the first sod at Fort William of the Canadian Pacific Railway, in 1875, and of the Grand Trunk Pacific in 1905 came a new world, the modern Canada.

This Canada of ours, with its marvellous transportation systems, opening up the great wheat belts of the plains and later the mining areas of the pre Cambrian belt and the vast forests of Ontario and British Columbia linking the commerce of the world and constituting, in their main trunk lines two of the greatest of the world's highways while their branches like a huge net-work, cover half the continent. So rapid a national development within the compass of a single life is perhaps unequalled in the annals of time. The importance of the Kaministiquia and Thunder Bay in Canada's development could not be more clearly indicated than by the fact that here were begun two trans-continental transportation systems of such gigantic national and international significance.

Who discovered Thunder Bay and the Kaministiquia River? Probably the brothers-in-law Medard Chouart des Groseilliers and Pierre Esprit Radisson, famous coureurs de bois, coming across the lake from the southwest Trading among the Sioux the deadly enemies of the Crees, who occupied the North shore they had persuaded them to agree to a peace The Cree received the Frenchmen with great rejoicings Arriving in a bay perhaps near where we are gathered the peacemakers were carried in triumph on the shoulders of their hosts, seated in their canoes like a couple of cocks in a Sasquatt to use Radisson's own quaint phrase Was it Thunder Bay?

The first map of Lake Superior was the Jesuits map of 1671 It shews a fair acquaintance with Thunder Bay The three months of the Kaministiquia are clearly indicated, together with the beginning of the long portage and its estimated length On whose information did the missionaries act? No other source is suggested We may reasonably infer that the two coureurs de bois were here in 1662, first of Europeans to penetrate the Bay and River and perhaps also first to use the portage

Possibly it was in the bay also that they gathered together the 400 Cree canoes, loaded with furs for Three Rivers, whose assemblage is noted by Radisson Many picturesque pageants cross the pages of the bay's history

The first European settlement at Fort William, if it can be so called was the trading post established by Dulhut in 1679 at or near the mouth of the Kaministiquia. Doubt has been thrown upon the identity of the river mentioned by him but it may be reasonably accepted that he intended the stream still known by the name The best part of the fur trade was being monopolized by the newly formed Hudson's Bay Company The situation was urgent The Indians must be intercepted on their way to the great bay and encouraged to come to the

Lake. A chain of posts between the lake and Hudson Bay was accordingly established by the French in 1679; then may be dated the beginning of the Twin Cities of Thunder Bay as a trade centre, about 280 years ago.

The post was renewed from time to time. It became Fort Kaministiquia in 1688 under Jacques de Noyon and 1717 under Zacharie Robutel de la Noue. From the head of canoe navigation on the river the long portage and canoe route ran towards the western plains by way of Dog Lake, although there were doubtless several trails with the same general direction and object.

Before the end of the 17th century, according to a contemporary writer, no less than 3,000 traders, trappers and their families were assembled at the Kaministiquia Fort, which had already become the chief entrepot of the Northwest fur trade.

Noyon, in 1688 or afterwards, was probably the first European to travel over the long portage from the Kaministiquia to the Lake of the Woods and perhaps beyond.

A generation had passed before a more famous rival trade route became known to the French, owing for a time their by Dog Lake.

It was about 1722 that the Grand Portage from the Pigeon River began to be commonly used. But from time to time the old route was still followed, as by the celebrated La Verendrye and his sons in 1731. With the conquest of Canada in 1759 the fur trade passed to the British. Montreal merchants immediately began to take over the French Canadian trade, and voyageurs and to spread them farther and farther over the Northwest. A number organized themselves into companies such as the "Northwest Fur Company," and the "X Y Company." The rivalry for possession of the trade grew more and more acute, the Hudson's Bay Company also extending its operations more widely throughout the West, and the competing companies building post for post side by side at many points.

The American Revolution had its effect upon Thunder Bay. The Grand Portage was no longer exclusively British. Accordingly the Northwest Company transferred its headquarters to the Kaministiquia River and built Fort William, famous in history. Then the long portage resumed its ancient importance. It would be a long and extremely interesting story to tell of the boisterous rollickings at the Fort of officers and voyageurs from Montreal with the Northwesters from the plains. The Northwesters lived on corn meal and water alone and scorned the effeminate voyageurs as "mangeurs de lard," or "pork-eaters," who mixed pork with their corn

to make it palatable. The revelries of the great dining hall at the Fort have been so fully described by Washington Irving and others as to require no further mention by me.

Nor can I dwell upon the Red River rambles of 1812-16 the rival forts, the vicissitudes of their bitter oppressive and bloody warfare where Winnipeg now stands. I can only mention the struggles of the stout hearted and unfortunate Earl of Selkirk, his hastening to the defence of his settlers on Red River, his capture at Fort William and arrest of its officers, his construction in 1816 of the Hudson's Bay foot at Point de Meuron where the long portage began, his wintering there with his armed force of 250 men, largely of the De Meuron regiment, whose name was given to the Point, his subsequent misfortunes and early death. In Highland settlements in old Ontario, the tragic story is still told of the hardships and sufferings of the Selkirk settlers on the long, long trail from York factory to Red River and again from Red River to Aldborough, Chinguacousy and other Scots settlements a hundred years ago.

But the Red River war ended from exhaustion and it was here within the walls of Fort William that peace was made and the North West Company was finally amalgamated with the Hudson's Bay Company in 1821. The story of this consummation may be read in full in the valuable publications of the Thunder Bay Historical Society.

Thenceforward the history of the long portage is peaceful enough for nearly half a century. The history of the Fort was that of the Hudson's Bay post everywhere. At certain times of the year as in the old French days thousands of Indians, traders and voyageurs, might be seen around the fort. The rivers and bay were covered with bright canoes. Indians of various tribes, gaudily painted in white, black, blue and vermilion pitched their bark tents among the rivers or sported lazily around the fort. In the great hall tradians and voyageurs held high revelry to be renewed by the chief traders at Beaver Hall when the fur laden bottlies arrived in Montreal. Otherwise life was quiet enough. There was no daily mail. The first mail from Canada consisting of two letters and three papers, arrived in 1858. The "Kesana," one of the first steamers to enter Thunder Bay brought it. Prior thereto letters came by way of York Factory from England once or perhaps twice a year.

It was in 1869 that Simon J. Dawson began construction of the Dawson Road to Lake Shebandowan. This the first road to the westward facilitated the transportation of Col. Garnet Wolseley's Red River Expedition in 1870 when 1400 men with its aid traversed the distance to Fort Garry with

a rapidity that amazed military men, and speeded that great leader (afterwards Field Marshal Lord Wolseley) on the road to fame and fortune in his chosen profession by that road from Prince Arthur's Landing later called Fort Arthur immigrants bound westward made their way to Fort Garry and Winnipeg until the completion of the Canadian Pacific Railway to Winnipeg rendered it no longer necessary for the purpose. In 1821 Fort William passed to be a trading post of the Hudson's Bay Company and the history of the long portage came to an end.

It is not my purpose to enter into the history of the great railway companies, great as is that record of masterly conception, daring adventure, skilful organization, engineering genius and administrative and ultimately financial success My main task was to tell the tale briefly and succinctly of nature's wonderful highway of past ages, extending beyond the range of historic record, down to a time within the memory of some of us now here, until superseded by the wonderful achievements of the 19th and 20th centuries.

For ages the one system of transportation north of the lakes was by birch bark canoe It carried the primitive inhabitants and their primitive belongings. Their journeys were of necessity directed along the waterways and by portage over short or longer connecting links Amazing is the vast network of innumerable lakes great and small and broadening streams almost interlacing each other For many thousands of miles in all these are navigable for vessels of varying draught. Primitive races dwelt near water and, down to comparatively recent times their journeys and traffickings were mainly by water Alike for deep and shallow, for carrying round falls, through woods and over steep and stony paths, for riding the waves and avoiding the rocks of lake and river for running and stemming rapids, a special type of boat was required For the purpose, nothing devised by man has equalled that marvel of design and construction, of lightness and strength of grace and beauty the birch bark canoe of the Algonquin races

Champlain discovered its necessity in 1609 at Montreal, when he vainly tried to assail the Lachine Rapids and made up his mind to trust to the canoe for further discovery and exploration. Since then, what has the canoe achieved? Let me briefly summarize

Through the alliance with the Algonquin races, the French acquired a monopoly of the birch canoe. With its aid and Algonquin guides, the French were enabled to be the first to discover and explore the North American continent along

the great river systems east of the Rockies, including the St. Lawrence the Mississippi and the upper stretches of those discharging into Hudson's Bay.

Thereby they added to the dominions of the French monarch as well the vast river basins as the western prairie lands while the English were still confined almost exclusively to the comparatively narrow strip between the Appalachians and the sea

Through the birch canoe, the valuable fur-trade became the monopoly of the French until the coming of the Hudson's Bay Company That great English Company owed its origin to the suggestion and assistance of Chouart and Radisson who had forsaken their own king and goon over to King Charles II of England, carrying with them their knowledge of the upper country around Lake Superior and their experience of Indians and Indian ways of trade and barter With the aid of the canoe French and British in succession penetrated to the remotest parts to the Rockies the Arctic and Pacific Oceans, and planted their forts or trading posts in every important centre of native travel Through this form of communication the British title to the northern half of the continent became complete through cession by the French king of his rights in 1763

Through the canoe, missionary enterprise accompanied as followed the traders and natives throughout the west and northwest to the limits of human habitation, communication was maintained between the scattered trading posts and the central administration in London, and the flag and laws and allegiance of the empire were carried to the most distant regions opened to trade.

But the northern half of the continent remained isolated in sentiment from the Thirteen Colonies, a separate racial, political and religious entity The American Revolution left it still British from choice, and varied historical tradition and experience Fur for the previous occupation of the northwest, it is more than possible that the United States might have claimed and been accorded the whole British would have lost her transcontinental communications. The British empire, as it exists would have been an impossibility Imagination may extend indefinitely our national indebtedness to the birch canoe.

In any case, it is to the birch canoe that the early discovery and exploration of your river and bay and of the Great Plains beyond was due. The portage was the "carrying place" of the canoe and its burden And so in commemorating the carrying place, we are paying a belated honor to that lightest most beautiful and most graceful of water conveyances, the birch-bark canoe.

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Eighteenth and Nineteenth Annual Reports

PAPERS OF 1926-27 AND OF 1927-28

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CONTENTS

Officers of Society	5
Financial Report	6
President's Address, Mrs. Peter McKellar	7
Sketch of Peter McKellar, F G S, by Mrs F N Sherk	9
Shipping on Lake Superior, by Capt Jas McCannel	11
First Presbyterian Church, by Rev D McIvor	21
Do You Remember?	23
Lost Mine of Silver Islet, by Richard A Haste	36
Canadian Pacific Railway Construction in 1875 by John King	44
First Things in Port Arthur, by Mr F S Wiley	50
When Fort William Was a Capital	52
Early Days at Fort Garry, by John Christie	54
Ne naw bo zhoo, the Mighty Man by Ivan Swift	56
The Mountain Chapel, by Miss Eugenie Robin	60
Reminiscences of a Vagabond by Fred Dela Fosse	62
John McIntyre, by his daughter Miss Annie E McIntyre	76
Place Names, by various writers	80
Indian Legend of Loch Lomond, by Miss E Robin	84
North American Indians, by Mr N M W J Mackenzie	87
Spirit of Thunder Bay by the late Mr W W Vickers	89
Women Who Were at Fort William 1855578 by Miss Annie E McIntyre	91
Lac des Mille Lacs by A Bystander	93
Lake-head Cities of Thunder Bay, by the late W W Vickers	95
Canadian Pacific Railway by Mr A F Hawkins	106
History of New Ontario, by Miss M J L Black	112
The Unveiling of the Historic Cairns	122
Dinner in Honor of Dr James H Coyne, Historic Sites and Monuments Board	128
A Young Man's Impression of Thunder Bay in 1871 by Dr Jas H Coyne	130
Address at the Unveiling of Cairns, by Dr Jas H Coyne	133

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18th and 19th ANNUAL REPORTS

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Mr and Mrs N M W J Mackenzie

President - - - - - -	Mrs Peter McKellar
Vice-President - - - -	Mr C W Jarvis
Secretary Treasurer - - -	Miss M J L Black

Executive Committee

Mr J Ian King Miss Robin, Capt McCannel,
Mrs G A Graham

Auditors

Mrs C W Jarvis and Miss Pamphylon

TREASURER'S REPORTS

Receipts 1926-27

1926		
Nov	1—Balance in bank	$43 90
	W W Vickers	5 00
	F C Perry	1 00
	Mr and Mrs McKenzie	3 00
	Capt McCannell	1 00
	Miss Stafford	2 00
1927	Mr V G R Vickers	2 00
	Miss Black	1 00
	Mr and Miss Copp	2 00
	Mr and Mrs McKellar	2 00
	Mr and Mrs John King	2 00
	Miss Robin	1 00
	Mr and Mrs C H Philpot	1 50
	Capt McCannel	1 00
	Mrs F A Sibbald	1 00
	Miss Pamphylon	3 00
	Mr F C Perry	1 00
	Mrs W J Hamilton	1 00
	Mrs Kirkup	1 00
	Miss Weigand	1 00
	Mr G H Armstrong	1 00
		$77 40

Disbursements 1926-27

C N R Express	$11 14
Postage	2 00
Times Journal	6 30
Canadian Historical Association	10 00
Livery for carriage	5 00
	$34 44

Receipts 1927-28

1927	Balance	$42 96
	Mr D Smith	2 00
	Miss E G Jones	1 00
	Mr and Mrs McKenzie	1 50

1928		
Apr 2	Mrs Copping	1 00
	Miss Robin	1 00
	Mr and Mrs A F Hawkins	2 00
	Mr and Mrs G R Duncan	2 00
	Mr F T Duncan	1 00
	Mr and Mrs John King	2 00
	Dr and Mrs Stewart	2 00
	Mrs Stibbald	1 00
	Miss Black	1 00
	Mr and Mrs McKellar	2 00
	Mr and Miss Copp	2 00
	Mr O'Connor	1 00
	Mr and Mrs Jarvis	2 00
	Capt McCannell	1 00
		$68 46

Disbursements 1927 28

Expenses in connection with Dr Coyne	$ 7 50
Advertising	4 80
Canadian Historical Association	5 00
	$17 30
Balance in bank	51 16
	$68 46

PRESIDENT'S ADDRESS

In this Annual Report of the Thunder Bay Historical Society, which I have the honor to present, it is my desire to outline or recall briefly the principal items of interest which it has been our privilege to enjoy

This year has been a signal one due to the Diamond Jubilee Celebration of Confederation of the several provinces of Canada into one Dominion and the attention of Canadians generally as well as that of our citizens locally was for months prior to the historical day centered upon this one great event

Our Historical Society on this occasion was accorded an important and honored part in our city's demonstration Our pioneer citizen, Mr Peter McKellar, who was residing in this city at the time that Confederation of the Provinces took place, and who was the organizer and first President of our

Historical Society, together with several other members, drove in the civic procession, depicting the period of 1867. This particular feature, reminiscent of the early days was unique in character and was much appreciated by the citizens generally.

Several valuable historical papers have been presented at our meetings, and have contributed in no small measure to the interest and enjoyment of our members. These are being recorded permanently in our annual publication. We are indebted to the contributers of these splendid articles and our future citizens will also share this indebtedness for these.

We are pleased to note that another site of historical significance has been recognized by the erection at Pointe de Meuron of a cairn by the Historic Sites and Monuments Board of Canada, to mark the trail of the Indians in the years gone by. Through the generosity and co operation of Colonel Young this has been made possible, and we trust that our Historical Society will succeed in the not distant future in having their efforts of years crowned with the erection of a monument marking the important site of the landing of the famous De Meuron soldiers who played such a decisive part in the historic development of Canada.

We deeply regret having to record the passing of one of our esteemed charter members, Miss Stafford of Port Arthur. Miss Stafford never failed in her interest in our Society and was always ready to give assistance as long as her health permitted. We also deeply regret the passing of Mr. W. W. Vickers of Toronto, who was always interested in the history of Fort William and who penned some valuable contributions for our Society, two of which will be included in this year's annual report.

We have been pleased to receive some new members in our ranks, and we have benfitted much from their interest and kindly co operation.

We are sorry indeed that Mrs. W. J. Hamilton, one of our pioneer members has seen fit to leave our midst to reside in Vancouver, but we feel assured that Mrs. Hamilton will always hold dear the interests and welfare of our Society.

And lastly, I wish to take this opportunity of expressing to all the members my sincere gratitude for their continued interest and kindly assistance in the work of our organization.

Respectfully submitted,

Carlotta S. McKellar,

President.

PETER McKELLAR

BY FLORENCE N SHERK

I first saw Peter McKellar, pioneer mining engineer, explorer and geologist, on Wednesday, September 25, 1901, on the occasion of the Royal visit to Fort William, of the Duke and Duchess of York, now King George and Queen Mary. There were no florists in Fort William in those days, so the garden of the old McKellar homestead furnished the asters which Mr McKellar held ready for presentation to the Duchess by Miss Edith Sellars.

As early as 1864, Peter McKellar was engaged by a company comprised of Messrs Walbridge Herrick and John McIntyre, to carry on mining explorations in the Thunder Bay district. John McIntyre, an officer of the Hudson's Bay Company, but acting for the mining company in a private capacity, with Mr Herrick a surveyor had authority to purchase any locations recommended by Peter McKellar, who was to receive one third of the profits, the company's share being two thirds. Mr McKellar took his two brothers, John and Donald into partnership. In 1869 he was placed in charge of the second party on the occasion of making the survey of Lake Nipigon, having been appointed to this important position by Dr. Bell F.R.G.S., who was second in command of the Geological Survey, and next to Sir William Logan. At that time there was only one boat on Lake Superior, between Sault Ste. Marie and Fort William, and it took ten days for the round trip. Dr. Bell was rejoiced to find at the Head of the Lakes an expert geologist and experienced explorer to take charge of the second party. Dr. Bell was still more pleased when he learned that Peter McKellar understood quite well the operation of all the scientific instruments, while his knowledge of local conditions made him independent of the Indian guides. Under Peter McKellar the second party made a most successful survey of the Lake Nipigon District. In the following year Dr. Bell induced this versatile explorer to take charge of the survey of Black Bay, White River, Whitefish Lake, Little Pic River, and the Slate River, Dr. Bell taking the Big Pic, Long Lake and adjacent localities.

Mr. McKellar with his special education and training in surveying, mining, engineering and geology gained wide prominence in the west as a real pioneer in mining explorations on the north shore of Lake Superior.

In that region he discovered the first gold mine, the first silver mine, the Thunder Bay Silver Mine, and the Huronian Gold Mine. His partners John and Donald McKellar dis-

covered in the same region the first zinc mine, and the first iron mine, the Atikokan and the firm of McKellar Brothers made many other important mining discoveries

Peter McKellar has been superintendent of the Huronian Gold Mine, 1882-84 superintendent of exploration and development work of the Toronto and Western Mines Development Company in the Seine River and Lake of the Woods District, 1897-98 and for many years engaged extensively in mining and real estate business in Fort William He has travelled east west and south in the United States, and knows Canada from Quebec to Victoria In company with a party of members of the American Association for the Advancement of Science, he spent several months in Yellowstone Park and the Hawaiian Islands, and has also travelled extensively in Great Britain France, Italy, Switzerland Egypt and Palestine His literary work included many brochures on mining and geology, read before important meetings of scientific societies, one of these the Framework of the Earth read before the annual meeting of the American Geological Society at Chicago in 1920, attracted the attention of scientists generally His inventive genius has devised a rock breaker and pulveriser and a rotary engine

His scholarship has been recognized by life membership in the London Geological Society, membership in the American Geological Society, the American Association for the Advancement of Science, and the Royal Society of Arts, London and he has made many valuable contributions to the literature of those societies

As a good citizen he has served as president of the Thunder Bay Historical Society for twenty years, as councillor in the municipalities of Thunder Bay and Shuniah, as reeve and councillor in Neebing, as charter member of the original Kaministiquia Club, established in 1879, as well as in the reorganized club, and is a valued member of the Canadian Club and the Board of Trade

Mr McKellar was born in Middlesex County, Ontario, April 27, 1838, and though in his 90th year, is as hale and strong in mind and body as most men of seventy

SHIPPING ON LAKE SUPERIOR

BY JAMES McCANNEL, MASTER, C.P.R. S.S. ASSINIBOIA

While Lake Superior, the greatest of our inland seas, was known to some of the Jesuit missionaries and early explorers, yet the development of the marine trade on the Lake took place at a later date than on the other lakes. The falls of St. Mary's was one of the principal obstacles with which the hardy voyageurs had to contend, necessitating unloading the canoes and carrying the freight across the portage and reloading them at the head of the rapids. The early settlers usually located along the shores of the lakes and rivers as this afforded the only means of transportation at that period, the railway not having yet come into existence. From the early days the canoe, batteau and York boat for many years took care of what little trade was offered. These finally gave place to the small sail boat and coasting schooners. With the increase of trade the dimensions of the vessels increased until in the early seventies there were registered on all our lakes upward of 1400 vessels of all descriptions, many of them models of architectural beauty and manned by as fine a body of sailors as the world ever knew. In 1816 the first Canadian steamer, the Frontenac, was built and launched on Lake Ontario, and for many years there was a rivalry between steam and sail. Finally the latter was slowly but surely losing ground and to-day there is only a handful of this proud fleet left. The first steamers were all of the side wheel type and they too gradually gave way to the propeller type.

The Indian traders from the west going down to Montreal with their furs often had pieces of native copper, which they stated came from the shores of a lake far to the west, but owing to native superstition would not reveal the locality from whence it came. In the summer of 1622 the French explorers Brule and Grenoble arrived at the Soo, and were the first white men that ever gazed on the broad expanse of Lake Superior. Later they were followed by Jesuit missionaries. In 1767 Alexander Henry, a fur trader who miraculously escaped Pontiac's massacre at Michilimaeinac, being rescued by a friendly Indian, wintered at the Soo, and was the first white man who attempted to develop the copper industry of Lake Superior. He went to Mackinac in the spring and happening to meet a Mr. Baxter, who had lately arrived from England, interested him in his reports about copper on this lake. They organized the first mining company on Lake Superior. Mr. Baxter left for England and succeeded in interesting several people of note in his mining scheme, among

cester, and others Having returned from England in 1770, Ja and Henry wintered at the Soo, where they built a barge fit for the lake, and laid the keel of another schooner to carry about 40 tons This early ship yard was located at Point Aux Pins, about six miles above the rapids, where to-day is located one of the most ideal summer resorts to be found on the lakes, and often as the steamers pass up and down the beach is lined with a happy throng Here at the same place Henry and Baxter erected an air furnace for smelting copper ore being the first of its kind built in the Lake Superior District Here also Baxter resided for a number of years this spot becoming for a time a place of some importance Schoolcraft, the authority on American Indians, about 1820 noted that at Point aux Pins was located a shipyard of considerable importance where vessels were built for the fur traders This pioneer mining company does not seem to have lasted very long and the only trade carried on for many years afterward was by the different fur companies. Annually fleets of canoes passed up and down between Montreal and Fort William and to facilitate matters at Sault Ste Marie the North West Fur Company built a small canal on the Canadian side in 1797, which was destroyed by the U S forces in 1814 About 1840 reports of copper on the south shore began to attract the attention of those who sought the yellow metal, and many prospectors were to be found who fitted out at the Soo for their trips in the wilderness. In many instances evidences were found where mines had been worked by some prehistoric race A young geologist of much promise, Douglas Houghton, was sent up to do some exploratory work, but unfortunately he lost his life in October, 1845, near Eagle River by the capsizing of his sail boat During this period several small steamers began to come up as far as the Soo with supplies which had to be transported across the portage and loaded on the small craft which carried it to its destination McKnight and Company did a thriving business at the portage which began to increase rapidly and miners were at work along the Keweenan Peninsula where to day is located one of the largest copper industries in the world The rapids at the Soo presented a barrier, and caused delay Soon men of vision began to talk about building a canal which was not looked upon very favorably at Washington, and even the residents of the Soo were not in favor of it, as they realized that once the canal was constructed many of them would be thrown out of employment Captain Averill of Chicago seeing that the handling of freight by sail on Superior was rather uncertain and slow, saw there was an opening for a steam boat and in the early fall of 1845 arrived at the foot of the rapids with a small propeller Independence, which had on them His Majesty King George the Third, the Duke of Glou-

board the necessary equipment Immediately he set to work to haul the vessel out on the land and had her moved over the portage on rollers and launched above, the process occupying about seven weeks The steamer was then loaded with freight and proceeded up the Lake, the ports of call at that time being Fort Wilkins where a small garrison was maintained by the U S (This place is now called Copper Harbour) the next places being Eagle Harbour Eagle River and Lapointe on Madeline Island where Father Marquette many years previously had established a mission being the last port of call Some time later, Ontonogan and Superior came into being In the fall of 1853 the propeller Independence, shortly after landing on her last trip of the season laden with freight and a few passengers was destroyed by the boiler exploding and four men lost their lives, November 22 Thus ended the career of the first steamer that ever sailed on Lake Superior, and it was also the first steamboat disaster on that Lake In all, seven side-wheel steamers and propellers were transported around the rapids before the opening of the first American canal in 1855, namely the Independence Julia Palmer Baltimore, Sam Ward, Manhatten, Monticello and Peninsular I have heard it said that the Julia Palmer made a trip around the north shore of Lake Superior as far as Fort William Of this event we have no authentic record Perhaps some day some old Hudson Bay records may come to light to verify it for it is not likely that such an important event as this would pass by without some mention being made of it

The work on the canal on the U S side was at last undertaken, and on the 18th of June, 1855 the first steamer the side-wheeler Illinois, under the command of Captain Jack Wilson, passed through the locks bound up, and it has the honor of making the first trip from the lower lakes to Lake Superior This popular captain had sailed steamers on Superior prior to this, and unfortunately a few years later lost his life on the ill fated steamer Lady Elgin when she was sunk by the schooner Augusta and 289 people lost their lives

We shall now direct our attention to the marine interests on the Canadian side of Lake Superior as this was the original purpose of this paper In looking through the canal records we find that the first Canadian craft to lock through was the small schooner Isabel Captain Tozen, master in the season of 1856, paying the minimum toll of $5 00 The Northwest Territory at this time was little known to the people of Canada, outside of the Hudson Bay Company The Dominion Government set aside an appropriation and organized and sent out a geological expedition under Professor Henry Yule Hind to survey a wagon road from Fort William to Fort Garry, and

report on the natural resources of the country This expedition left Toronto July 23 1857 and next day boarded the side wheeled steamer Collingwood, (formerly named Kaloolah), Captain McLean master, and sailed for Fort William This steamer passed through the canal July 27, and was the **first registered Canadian steamer that ever sailed on Lake Superior** It arrived outside the har at Fort William 4 p m July 31st and anchored On August 1st the members of this party landed 44 in number and the steamer departed for Collingwood This side wheel steamer was built by Bidwell and Banta of Buffalo to the order of Alex MacGregor of Detroit, and was purchased by Canadians and put on the route from Sturgeon Bay to Sault Ste Marie Capt MacGregor, Master Before the O S and H R R was opened to Collingwood in 1855 the route by Holland Landing, Orillia and Coldwater had been used by travellers, and stages connected with Sturgeon Bay, where docks and immigrant sheds were built several years prior to that year But when Collingwood was selected as the terminus of the railway this steamer then ran from that port to the Soo till the close of 1857 While on this run the steamer was sailed by Captains McLean and Butterworth In 1858 and afterward this steamer was running on Lake Huron and while trying to release a vessel ashore near Saugeen went ashore and was totally wrecked in August, 1862 When operating on Lake Huron she was again known under the former name of Kaloolah

In 1858 some Toronto merchants bought the twin screw propeller Rescue in Buffalo, built in 1855 by Bidwell and Banta and fitted her up to engage in the Lake Superior trade having secured the contract to carry the mails for the Red River settlements This steamer under the command of Capt James Dick (a family well known in marine circles on Lake Ontario) left Collingwood at 10 30 a m July 12 1858, with passengers and mail on her first trip to Fort William and anchored ontside the har at 7 00 p m on the 15th The following morning they sailed down to Grand Portage, where Captain Kennedy, along with two Indians took charge of the mail and in a birch bark canoe conveyed it to its destination over the old trail formerly used by the North West Fur Company This trip of the steamer Rescue was the beginning of the great North West trade which we have today The ports of call on the north shore of Lake Superior of that time, like those on the south shore are not used to any great extent now adays After leaving the canal steamers called at Point Aux Pins Batchewana, Mamaise Mine, Michipicoten Harbour, the Pic, Red Rock (Nipigon) and Fort William, and at a later period Silver Islet and Prince Arthur's Landing There were

no docks at that period Vessels usually anchored and the freight was transferred to shore by small boats and scows In 1860 when the Prince of Wales afterwards King Edward the Seventh visited Collingwood this steamer was chartered to convey the Royal Party on a trip around the bay During the Fenian Invasion, in 1866, she was doing patrol duty on the lakes In 1863 from canal records this steamer made two trips to Fort William, for a number of years being engaged in towing on the lower lakes, and finally was dismantled on the St Lawrence in 1874

In the season of 1859 an opposition steamer appeared on the scene, the side-wheel steamer Ploughboy, being brought from the river and Lake Erie trades One of the principal owners was a member of Parliament, and whatever methods were adopted to wrest the mail contract from the other steamer we know not, only it gave rise to much criticism on the floor of the House at a future date This steamer also was transferred to the Lake Huron run from Sarnia to Saugeen calling at intermediate ports The Ploughboy was built at Chatham, Ontario in 1851, and later the name was changed to the T F Parks, when it was used for towing purposes on the lower rivers, and finally burned at Detroit in 1870

In 1864 another steamer owned by Carruthers of Toronto arrived at Collingwood to engage in the Lake Superior trade under the command of Capt. Thomas Leach Built at Niagara in 1840 for Heron and Dick, for the Royal Mail Service and known as the City of Toronto, in 1861 the owners gave her to the Abbey Brothers of Port Robinson in part payment for a new vessel they were building and it laid at that port for some time finally disposing of her to Capt Disten who had her towed to Detroit where she was completely rebuilt and the name changed to Racine In rebuilding this steamer was remodelled, and instead of the clipper bow she appeared with a straight stem and the main and mizzen masts were removed In 1864 this steamer was again registered in Canada under the name of Algoma, and passed through the Soo canal May 9th on her first trip to Fort William, with passengers mail and freight Some time after this she was sailed by Captain Perry whose brother kept the light-house on Isle St Ignace where there were some mining operations carried on On the last trip of the season, he had intended to call and take his brother off, but owing to stress of weather, fuel and supplies running short, the captain decided to go in and sent a wire to Duluth to have some of the Hudson Bay Company's men call for his brother Unfortunately the latter, left alone tried to make his way to Fort William along the bleak barren shores of Superior He never arrived, but some time afterward

his body was found frozen in the shore ice, partly mutilated, in a little bay west of Silver Islet, and the bay to day is known as Perry's Bay. The last trip of the Algoma was in 1874, when along with some other boats she steamed out of Collingwood harbour, as an escort accompanying the Steamer Chicora which was leaving there on a cruise of the Great Lakes, having Lord Dufferin, the Governor General and suite on board. On this occasion the Algoma was sailed by Capt. Dan Cameron a member of a well known sailor family of that port. Being condemned for further service she laid dismantled at the dock was eventually burned and drifted across to the west side of the harbour where her remains lie buried in the sand. While engaged in the Lake Superior trade, she was sailed by Captains Leach, Perry, Symes and Orr, and many of the young men from Collingwood and vicinity commenced their sailing career on this boat.

At Halifax after the Civil War in the United States there lay the famous blockade runner "Let-Her B", built at Liverpool for the Bee Line. During that time she made about eight successful voyages from some of the West Indian ports to Charleston S.C. She was hotly pursued on one occasion by the fleet of the Northern States. The Atlanta and the Connecticut kept up the chase for 15 hours although they finally gave it up, but not before considerable damage was done to the "Let-Her-B" Captain Coxetter, who claimed to have sailed her at that time, was a familiar figure around Port Arthur during the seventies, and with his wife lies buried at Savanne. The Milloys of Toronto bought this steamer, and brought her to Collingwood in 1868, to go in the Lake Superior trade. They had a part cabin built for the accommodation of first class passengers. This steamer was built of iron, having most graceful lines, with two long rakish funnels placed fore and aft giving her a smart appearance, and for that period she was considered very fast. In order to pass through the canals she was cut in two, and joined at Buffalo and ran from Collingwood, Fort William and Duluth from 1869 until September, 1875. For a couple of seasons she laid in ordinary, when she was again towed to Buffalo, cut in two, and taken to Lake Ontario. This same Steamer Chicora, for many years ran from Toronto and Niagara. Now she is used as a tow barge around Toronto and the name was changed to Warren ko. In 1870 the Chicora was one of the steamers that carried Lord Wolsley's Expedition to Fort William. The captains who sailed her, were MacLean, Trip, MacGregor, and Orr. Captain William Manson was in charge when she was taken to Lake Ontario in 1877, and for several seasons this promising young man was first officer on her. He died in Toronto in 1878.

The Steamer Collingwood [illegible] rock near [illegible] Island Lake Superior
(Steamer Kaloolah)

RESCUE

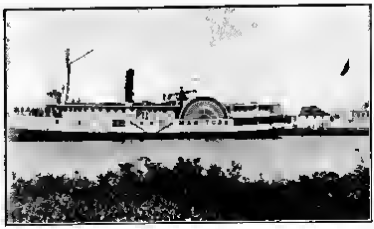
PLOUGHBOY

ALGOMA

CHICORA

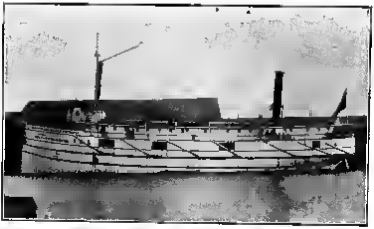
WAUBUNO

FRANCES SMITH



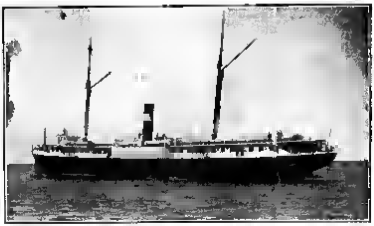
MANITOBA

CUMBERLAND



CITY OF OWEN SOUND

CITY OF WINNIPEG



CAMPANA

MAJESTIC

CITY OF COLLINGWOOD

The side wheel Steamer Waubuno was built at Thorold in 1865 for the Peatty Brothers for the Georgian Bay trade from Collingwood to the Soo and was sailed by Capt J B. Symes On August 8th 1867 the Waubuno passed through the canal on her first trip to Lake Superior having the Dawson party on board, Mr Dawson established the famous Dawson route from Port Arthur over which the Wolseley Expedition travelled in 1870 on their way to Fort Garry Some years after this the little steamer made several trips to Fort William and was sailed by Captain P M Campbell On November 22, 1879 the Waubuno foundered in the Georgian Bay while on her last trip of the season between Collingwood and Parry Sound, all on board being lost Captain Burkett was the commander

In 1867 the Frances Smith was built at Owen Sound for the Georgian Bay trade was one of the finest equipped steamers at that time on the Lakes and was sailed by Captain Smith Her first appearance at Fort William was during the Red River Rebellion in 1870 when she carried supplies for the Wolseley Expedition along with the Algoma and Chicora The Smith was sailed for many years by Captain Tate Robertson of Owen Sound She traded to Fort William and Duluth until 1887 and was purchased by the Georgian Bay Transportation Co now the Northern Navigation Company The Smith's name was changed to the Baltic ran from Collingwood to the Soo and Mackinac for several seasons in 1893 she ran to Chicago and latterly went by the fire route at Collingwood in 1896

The ever increasing trade passing through Collingwood to the Head of the Lakes required more ships and two fine side-wheel steamers were built at Port Robinson in 1871, namely, the Manitoba and the Cumberland The Manitoba under Captain Symes made four trips that fall to Fort William, and the following year she was added to the Sarnia Line just begun from that port Owing to the bar at the mouth of the Kaministiquia River, all steamers anchored outside, but in 1873 a narrow channel was dredged through this obstruction and on August 16th, 1873 the Steamer Manitoba under the command of Captain Symes entered the Fort William harbour and tied up at the Hudson Bay Company's dock This was the first steamer that entered the Fort William harbour and the only person so far as I know, who sailed on her at that time, (1889) and now living, is Captain John McNabb now living retired at Sarnia, who was first officer in 1873 While on the Sarnia Line she was wrecked on Lake Huron Being released and rebuilt the name was changed to Carmona Running on various routes until 1900 she was cut in two at

Collingwood, and lengthened, and her name was changed to Pittsburg For a couple of seasons she ran from Toledo to the Soo, and was burned at Sandwich at the close of the season of 1903

The Cumberland was wrecked on Rock of Ages, in August, 1876 grounding during a dense fog, Captain Parsons being Master

The propeller, City of Owen Sound, was built at that port in 1875, as a steam barge during the winter of 1876-77. Cabins were built on her, and under the command of Captain John Kenney she passed through the Soo. May 9th, 1877, with passengers and freight In 1878 she was sailed by Captain McNabb until the close of 1883 In 1884 she was abandoned on the north shore by the crew, and the following spring was released overhauled and sailed by Capt La France until she went down near Clapperton Island Oct, 1887 Sometime afterward she was raised converted into a steam barge her name changed to Saturn and was finally lost on Lake Huron This steamer was well known to the people around Fort William

In 1878 the Steamer Annie L Craig was purchased from the United States owners and the name changed to the City of Winnipeg Along with the Owen Sound and the Frances Smith the three were known as the Collingwood and Lake Superior Royal Mail Line The Winnipeg was built at Gibraltar, Mich, in 1870, and like most of the U S steamers of that period, had high wooden arches on both sides On July 19th, 1881, this steamer was burned at Duluth when three members of the crew lost their lives Captain Kennedy was Master To replace this steamer the owners Smith and Keighly bought the Steamer North in London and brought her to the Upper Lakes She was cut in two to pass through the canals and when she arrived in Collingwood in Nov 1881, she looked like an ordinary ocean tramp steamer—no basin, two spars, sails bridge and funnel amidship The twin screw Steamer North was built in Glasgow by Aitkin in 1873 for the South American cattle trade, and for some time was owned in Cape Town South Africa. The name of this steamer was changed to Campana, and during the winter a full cabin was put on her in Owen Sound, when she entered the Lake Superior trade in the spring of 1882, under the command of Captain E B Anderson, and was considered the finest passenger steamer on the Lakes In the fall of 1883 this staunch steamer encountered one of the heaviest gales known on that lake The cabin was stove in both forward and aft, flooding the cabins Captain Anderson and Mate Alex Cameron were badly injured by the sea, and to save the vessel, as she was loading up with ice, crew and passengers began to jettison the cargo

Under the command of the second mate, Hans Halverson the steamer was brought into Michipicoten Harbour. Hans was a well known figure around Fort William and died there a short time ago. This was probably the hardest time the Campana ever had. With the coming of the new C P R boats in 1884 and having direct communications to the west the Collingwood Line seems to have gone out of business a few years afterward and for a time the Campana was chartered by that line. In 1893 she ran from Toronto to Chicago, and latterly on the St. Lawrence River, but finally broke in two on the Wye Rock, in 1912.

In 1898 two new passenger steamers ran from Collingwood to Fort William and Duluth, namely, the Majestic under Captain P. M. Campbell and City of Collingwood under Captain James Bassett. The latter steamer was built in Owen Sound in 1893 and in that year ran to Chicago. The Majestic was built at Collingwood in 1895 and ran to the Soo. The companies amalgamated and for some time these steamers ran to the Soo and Mackinac. The Collingwood burned at Collingwood, in 1905, when three or four lives were lost and the Majestic burned at the dock at Sarnia in 1916.

In this paper the writer has dealt principally with the Collingwood and Lake Superior Line as it was the pioneer steamer line to open up and develop the trade from the east to the Northwest Territory and laid the foundation from a small beginning with the little steamer Rescue to the enormous trade we have to-day. It is interesting to compare her carrying capacity with the Steamer Grant Morgan now named the Donnacona, a vessel 625 feet in length. There are a few persons living who have seen all this development take place on the route. The grand old man of Fort William, Peter McKellar, was a passenger on board the Steamer Illinois, on her second trip to Lake Superior after the opening of the Soo Canal in 1855, bound for Ontonagon, Mich., where the family spent a few years. Leaving there with his father and brother they crossed Lake Superior in a 25 foot sail boat. At Collingwood is another man named John Wright, over 90 years of age, who as a young man sailed on the Steamer Ploughboy for some time.

Too much praise cannot be given to the pioneer ship masters who blazed the trail for in earlier years not a single spar buoy or gas buoy marked the dangerous shoals. The only light house they saw on the whole trip was Whitefish Point light, forty miles above the Soo. In 1859 the light houses on Nottawasaga Island, Griffith Island and Cove Island were put in operation on the Georgian Bay. When looking over the chart of the north channel there, you will see shoals named

after most of the early mentioned vessels indicating that at some time or other they found bottom, and it is not to be wondered at

For the purpose of comparison between the early steamers and those of to-day I add a list of dimensions of all save one of the Collingwood and Lake Superior Line from the side-wheel steamer Collingwood which was the first to go up that lake, down to the City of Collingwood, the last of that line.

COLLINGWOOD AND LAKE SUPERIOR LINE
1857—1898

Name	Rig	Where built	Year	Length	Beam	Depth
Kalonlah	Side wheel	Buffalo	1853	188	25	9 11
Collingwood						
Keasone	Propeller	Buffalo	1855	191 5	32 6	10
Ploughboy						
T. F. Park		Chatham				
City of Toronto	Side wheel	Niagara	1846	163	22	11
Algoma		Thorold	1885	135	18 3	7
Waubuno						
Lot Nor 3		Liverpool (G B)	1864	221	26	10
Warrenko						
Chicora						
Frances Smith		Owen Sound	1867	121 6	27 9	11 9
Balfo						
Cumberland		Pt Robinson	1871	204 5	36	10 7
Manitoba Carmona						
Pittsburg		Pt Robinson	1871	191	25	11
City of Owen Sound	Propeller	Owen Sound	1874	172	31	13
Nature						
Annie S Craig		Gibraltar	1870	184	31 5	12 2
City of Winnipeg						
North Campana		Glasgow (G B)	1875	240	32	13
Majestic		Collingwood	1895	209		
City of Collingwood		Owen Sound	1898	213		

HISTORICAL SKETCH OF THE FIRST PRESBYTERIAN CHURCH FORT WILLIAM

(The first Protestant Church in Fort William)

BY REV. D. McIVOR

Fort William itself was named after William McGillivray, who was in charge of the North West Fur Company in Montreal. The men in those days were well known Scotsmen, such as McKenzie, McBeth, Cameron. It was first named Fort William in 1805. In 1821 the Hudson Bay Company took over Fort William from the North West Company. The last Hudson Bay Co. factor was John McIntyre, a Scotch Presbyterian. There was no church in those days nor any religious service. The first record of any religious service was that of Rev. Dr. Topp of Toronto who visited the Fort to hold service at the invitation of Mr. McIntyre between the years of 1856 and 1859, when divine services were held in the store. All irrespective of creed or class attended and the ordinance of baptism was administered.

The first Protestant missionary to the Lake Superior District was Mr. Vincent of Knox College, who was sent in 1870 to conduct religious services with the troops that were passing through at the time of the Red River Rebellion. He held services at Fort William and Prince Arthur's Landing, now Port Arthur, and at other stations along the route of march. In the fall of 1870 Mr. McFarlane, who was tutor to the McIntyre boys, preached at Fort William and Prince Arthur's Landing, and in the spring of 1871 a Mr. Cockburn succeeded Mr. Vincent but soon left.

The Fort was dependent on anyone who came along to take up services. In 1873 Mr. McKeracher, a student, arrived and became an ordained missionary in Fort William. He built a lecture room at Prince Arthur's Landing, and the First Presbyterian Church in Fort William. Peter McKellar was chairman of the committee that chose the site, and it was decided to build in West Fort, as the people in the east end had carriages and could drive. A large part of the congregation lived in West Fort, and most of the workers. The lumber was from the mill of Mr. Oliver, father of Dr. Oliver. Miss Jessie Oliver, sister of Dr. Oliver, sent up the windows from Toronto, after she had returned from her summer holidays here. Oliver and Davidson also presented the site for the church. On the first board of management were A. and J. McKellar, F. C. Perry, and Mr. Middleton, the Scotch engineer. The carpenter in charge of the construction of the

church was the late Colin McDonald. He was assisted by many of the adherents who gave willingly of their labours and means. The late Andrew Crawford of Slate River, then in business in West Fort, and his brother Neil, gave great assistance in the building of the church.

The first elders of the church were Dr. Smellie and Mr. Livingstone of Silver Islet. They went all over the district whenever duty called them.

For a few years the church was served by missionaries. Then in 1881 it was considered strong enough to require the services of a minister for this field alone. For some time the Rev. Mr. McKay held the appointment, being succeeded by the Rev. J. G. Shearer who is known all over Canada for his Social Service work. In 1885, Rev. Robert Nairn, now retired at Kenora, was appointed, serving both east and west Fort William. Following him came James Buchanan, a Scottish minister who preached for a time, living in Port Arthur, and walking to West Fort William. Mr. Buchanan was followed by Hugh Fraser in 1888, afterward known in China, Vancouver and Calgary. Then followed Mr. Whiting, and he held the first service ever held in Slate River district. The service was held in a poplar grove on the farm of the late A. McGlashen.

Of late years there have been Rev. Andrew Boyd, 1904 and 1905. Rev. John McCorkindale in 1905-1907, D. A. Macdonald, now of Korea, and John McEwan, of Cartwright, Manitoba. The Rev. Robert Dewar, of Scotland and India, gave the longest service of any minister who served in West Fort William. He is still a very faithful worker in Superior Presbytery. Rev. R. W. Rumley, now of Morden, was the last minister. He resigned when union took place. Rev. D. McIvor was called from Winnipeg, May, 1926, to the united charge of First Church and Grace Methodist, known as First United Church.

(Information from the Church records, and also from Messrs. P. McKellar and W. S. Piper, and the Rev. Robert Dewar.)

DO YOU REMEMBER?

(The following articles ran in the Times-Journal from May 29, 1926, to November 20th, and are reprinted with the permission of the Editor.)

Do you remember when the corner of Syndicate and Victoria Avenues were known as Marks' corner? When the present premises of Wilson and Wilkes clothing store were occupied as a grocery store by the firm of Thomas Marks and Co., with Sam Jones, as manager? The building was enlarged and altered became the Victoria Hotel, and later the Imperial Bank.

When the corner of Simpson and Dease streets was the Hudson Bay crossing? The Hudson Bay had the largest store in town at this corner. It was a two storey white brick building, and was destroyed by fire, and was never rebuilt. One half of it was a wholesale and retail liquor store. We knew nothing of the O.T.A., "in them days."

When the corner of Syndicate and Duncan Street was called Morton's crossing? The present house standing was erected and occupied by E. A. Morton, well known insurance agent, school trustee, alderman and candidate for mayor. He now resides at Windsor.

When the W. H. Whalen Company had a dry goods store in the old Victoria Block where the R. E. Walker Company now is? Billy Whalen used to advertise his location as on "Victoria Avenue next door to the hole in the ground", referring to the fact that the excavation for the Murray Block had been completed and allowed to stand a year or so before the building was erected.

When the street cars from Port Arthur ran only to the boundary. The street railways originated in Port Arthur, when that city felt that its business and trade was slipping away to Fort William. At first this city prevented its entrance and a stage was run from the boundary to the Avenue Hotel by Mac Rochon.

When the present site of the Ogilvie mill was a saw mill. Graham, Horne and Company were lumbering in a large way at that time, and their mills and yards covered all that section over to Syndicate Avenue. There was a big refuse burner, opposite the present site of the Children's Shelter.

When the lacrosse grounds were on the east side of Simpson Street? The only building was the present Gerry hardware store, which was then the Times-Journal office and

the lacrosse grounds extended down to Bethune street. Among the players were Clarence Jackson, Fred Farr, Jimmy O'Hagan, Bob Manion, Joe L'Esperance.

When the C.P.R. Hotel was the leading hotel? This was a large stone and brick structure on Hardisty street, a little below the present yard office, which was then the passenger station. The hotel was run in real first class C.P.R. style for some years. Afterward it became a boarding house for railway laborers and was finally torn down about five years ago.

When Fort William drank river water?

The original water supply system of Fort William consisted of Ben Mercer and his outfit of pails and barrels. He drew the water from the river at the site of the present subway dock and peddled it to his customers all over town. The water barrel was at that time a very important and necessary piece of kitchen furniture. Ben was later succeeded by Jimmy Davidson, who was put out of business by the city water works with a pumping station a short distance above elevator D, and still using Kam water. As engineers at the pumping station, which was combined with the electric light plant, were John McRae and Jack Adams. Some time before the water works were started, the city, in its search for good water, had bored a well over three hundred feet deep near the city hall on Brodie Street. A splendid supply of excellent water was obtained, and the town pump soon became the magnet that attracted hundreds of citizens with all kinds of vessels for carrying the precious fluid. After the establishment of the water mains, the well was deserted, the pump removed and the site forgotten. It was not many years before the pump regained its old time prestige and popularity. As a result of drinking Kam water the town was visited with a terrible scourge of typhoid fever, the old well was relocated, the pump re-established and again Brodie Street became the Mecca of all who thirsted for the life giving fluid. Again the water peddlar was seen in the land, but this time he brought to the fever stricken homes good pure water from the old well, this time pumped by a modern gasoline engine. It is not too much to say, that the city pump was the best friend the citizens of Fort William had in their greatest need, and this article is just to remind old timers of that fact, and to ask them to take a drink of good Loch Lomond at the City Hall drinking fountain which is the site of the old pump.

Do you remember when Bill Armstrong was not postmaster? When John McKellar was reeve and mayor through force of habit? When Allan McDougall was police magistrate with his office at Westfort? When the police station was at

Westfort with Dick McNabb as jailor? When Jim Conmee was member for West Algoma and his constituency included the Manitoulin Islands and extended to the Manitoba boundary? When Jim Tonkin was street commissioner? When Archie Campbell was chief and only police? When there were dog races on Victoria Avenue? When the post office was in the rear of Hank Austin's building at the corner of May and Victoria? When W. J. Ross was C.P.R. Superintendent of buildings and bridges and when he built old Elevator B? When Sam Young was a C.P.R. conductor? When Jim Murphy was C.P.R. coal dock foreman? When the C.P.R. paid from the pay car, and we never knew just when the pay car would arrive? When the freight shed and elevator employees were paid 15 cents an hour, When Al Sellars brought the first automobile to Fort William? When Hugh Piper was chief of the volunteer fire brigade? Doc. Baker? Hanover Appa? Joe Buffalo?

Do you remember when the Central School was on the corner of Victoria and May?

The first public school was at Westfort, and the first school at the east end was situated on the present site of the Bank of Montreal. The school house itself was some little distance back from the street, but the school grounds took in the whole corner. The present building was erected by W. J. Ross and originally occupied by the Commercial Bank of Manitoba. This was the first chartered bank to have a branch in Fort William, though the private banking firm of Ray Street and Co. preceded them. The school building was moved to North May Street and was brick veneered. It is the building standing back from the street between the post office and the Times-Journal.

The Bee Hive store in Westfort? This was a general store conducted by King and Peltier, and was the first venture of John King into commerce. Mr. King had been a C.P.R. employee from the very early days of the railway, and his Bee Hive developed into Fort William's largest retail store. He built the Roy Block, and here the John King Company built up a wholesale business which was sold to the Cameron Heap Company.

The floating grain dryer? The spring of 1912 saw a very large amount of tough and damp grain in the elevators and cars. The situation was particularly serious as there were only one or two small driers in operation at that time. The C.P.R. secured the Steamer Helena from Chicago. She was fitted up specially for the drying of grain in large quantities. This floating dryer was placed at Elevator B, and was the means of saving a vast amount of grain.

Do you remember when the street railway was a single track road?

We have to-day a street railway that is up to date and which gives a splendid service, but it was not always thus. Originally there was only a single track and for a long time only three cars. There were sidings at several points in order that the cars might pass and it was a common thing to have a long wait at one of these sidings for a car that was behind time.

The Fort William end of the track was at the corner of Frederica and Edward Streets, and the Port Arthur terminal at the old C.P.R. depot which was near the present site of the car barns. The cars were operated from either end, and instead of turning the car the trolley was reversed and the motorman went to the opposite end of the car. The seats ran lengthwise and the car was heated by a small coal stove placed in the middle of one of the seats. One might be warm enough if fortunate enough to get a seat near the fire. The cars were named instead of numbered, and one recollects such names as Kakabeka, Kaministiquia, and Kapikotongwa. There was one time when the generator burnt out, and the road was without power for about a week. The cars only came to the boundary at that time, and they were pulled over the road by horses. Originally the road was operated and owned entirely by Port Arthur, and Tom McCauley was manager.

Do you remember the Prince Arthur's Landing and Kaministiquia Railroad? Here is a piece of history known to very few of our citizens, but which is well worth remembering.

Originally Port Arthur was known as Prince Arthur's Landing and was the centre of the entire north shore district. The C.P.R. was being built by the government. The Winnipeg section was under construction with the proposed terminus at West Fort William. This naturally was most disappointing to the people at the Landing, and when they found that no influence or pressure could bring the railway to them, they resolved that they would go to the railway. The leading man at that time was Tom Marks. He was the promoter, the enterprise in the country. He, with the brains, and the financial aid of nearly everyone of his associates, organized the Prince Arthur and Kaministiquia Railway, and built the road from West Fort William to Port Arthur, (from the Town Plot to the Landing). They had as rolling stock, one engine and no cars. The company itself never operated their railway. Operation was first carried on by the construction contractors who turned it over to the government, and it eventually became C.P.R. The latter afterward abandoned the railway for

their own line. The abandoned grade was utilized by the P.D. & W., who in turn gave it up to the C.N.R. The present C.N.R. direct line from Westfort to the old roundhouse in Port Arthur is the original line and the oldest piece of railroad in Port Arthur.

It was a mighty big enterprise in 1875 for such a small community to construct that piece of railway, but the people refused to see their town ignored, and with a leader like they had there was nothing impossible. The municipality of Shuniah sold debentures and gave the road a bonus of $35,000.00, bonds were issued by the company, but the main financing was done by Thos. Marks, himself, the president of the company. On taking over the road the government paid the company $14,000.00. The road itself was a dead loss to the company but the profit was in the benefit to the business interests and the making of the Landing a railway point.

Do you remember the old time picnics? The popular picnic spot for years was Kamministiquia. This was probably because it was the most available, for you must remember there were no autos then, the street car reached no park, and there was only one railroad. The great annual picnic was that of the C.P.R. employees, and this has a very direct connection with present day conditions, for it was by these events that the C.P.R. employees financed their library which was the origin and nucleus of our present splendid public library.

When the C.P.R. employees or some other organization held a picnic, the town was deserted for the day. A long tram of coaches left in the morning loaded to capacity, with a happy crowd. Pa and Ma and the children not forgetting the baskets. There was always dancing, and a good program of sports including a lacrosse game.

After the C.N.R. was constructed a new ground was made available at Stanley. That is, the railway brought you to the foot of the hill, and then you had a climb. But who cared for a little thing like that? Many a hard lacrosse game was fought out at Stanley, between Port Arthur and Fort William. Do you remember the one that ended in a general fight, wherein the mother of a Port Arthur player took part with her umbrella? And also, do you remember the picnic at Welcome Island when the boat came away, leaving George Hourigan over there?

Do you remember Jack Carney, for many years winchman at Elevator A, foreman of B, and boss grain trimmer? Jack was a real pioneer among elevator men, coming here with M. Sellars from the Northern Elevator, Toronto, in 1884. At that time there was only the original C.P.R. elevator at

Port Arthur Then came elevator A, in Fort William, and it was in this house that Jack held sway for so many years, and it was here that he displayed his great qualities for handling men and handling grain In both he showed an ability that has never yet been surpassed There was about Jack Carney a quality of calm confidence and assurance that made him master of any situation, no matter how difficult, and there are at times, some strenuous situations around an elevator Grain handling conditions have changed greatly in recent years, but I believe that any of the present grain men who received their training under Jack Carney, will agree that had he lived he would have kept right up with the changes and have been found a leader to day, as he always was Don't you remember that piercing whistle of his calling his gang? Can't you see him now splicing a shovel line or hauling in a string of cars? Jack was a big man, and his heart was as big as his body

Do you remember when the Ogilvie slid into the river? It was on May 26th, 1906, about five or six o'clock in the evening when the city was startled by the news that the Ogilvie elevator was sliding into the river The movement continued until about midnight, and daylight showed the steel tanks leaning over the river submerged for about fifteen feet of their height, and pulled away from their piles on the land side The superstructure had slipped even further and the whole seemed in danger of going completely into the river at any moment For the first few hours vessels refused to take the chance of passing No further movement took place, and the work of saving the grain was started This was done by means of scows on the river side and cars on the rail side The cars were unloaded at elevator D, and the scows at different elevators A very great part of the grain was wet The foundation was the usual type of a concrete mattress on top of piles, and the collapse was due to the piles nearest the river giving way The original elevator was very much nearer to the river than the present one is, and consisted of steel tanks only There have been two concrete additions since then A peculiar feature in the construction was that instead of being rivetted in the usual way, the plates of the tanks were all bolted together This, of course, helped greatly in taking apart, and allowing the old plates to be used again with little damage

Do you remember when "Doc" Hamilton ran against "Doc" Smellie for the local house? When there was a saw mill on the Kam River opposite elevator A? This mill was built and originally operated by Oliver, Davidson and Company Mr Oliver was the father of the late Dr Oliver, and

also of H J Oliver the C N grain agent In later years it was operated by Carpenter and Co , Mr Carpenter afterward became sheriff of Rat Portage (Kenora) This was at one time a scene of great industry, there was the mill and also the company store and boarding house, and also other houses It would be difficult to find a vestige of this departed industry at the present time

Do you remember when Alex McNaughton was not city clerk, and Bill Dedds was not chief of police? When Al Sellars Jim Whalen and "Cap" McAllister went out about half way to the Cape in Al's car over the ice to where the tug was breaking a way for the incoming boats,

Do you remember the Indian Mission across the river from elevator D, when the fur traders first reached the head of the lakes there came with them the missionary priest There was erected on the south bank of the Mission river just around the corner from the Kam a large wooden cross and there it was to be seen for many years until progress and economic change required the land

The whole area south of the Mission including Mount Mackay was made an Indian reserve and the Indian village clustered around the missionary's headquarters, where the Kam seeks an outlet to Thunder Bay, through the Mission river Little but the stone house now remains, but memory brings to our mind a picture far more charming and idealistic than our eyes can now see The stone house is not really of the pioneer period but only dates back some thirty or thirty-five years The original buildings consisting of the priest's house and the church, were of logs and were destroyed by fire The church was replaced by a neat frame building a little north of the stone house and just beyond it were the convent and the school house Between the church and the stone house was the cemetery, and grouped around this centre was the Indian village of small white washed cottages The whole was a happy quiet, peaceful scene The brothers at the Mission were wonderful farmers, and were the pioneers in showing both Indian and white man the possibilities of the land All old timers will remember when Brother Jerome used to supply vegetables to the two towns The sisters conducted the first school at the head of the lakes, and that school was attended by boys and girls who are now Fort William citizens For many years the priests the sisters and the brothers, untiring in their energy, spent their lives in the service of the Indians The end came to a long era of quiet content, when commerce in the shape of the G T P required the territory of the Mission The Indians divided into two bands, one settling at the foot of the Mountain the other

going to Sqnaw Bay, whither the church and the cemetery had been moved and where the Jesuit missionary still carries on God's work, while the stone house stands a monument to and a reminder of, a historic past

Do you remember when Fort William collegiate students were obliged to travel to Port Arthur and later, when the Fort William collegiate was opened in one room in Ogden school? When the Central school grounds were enclosed by a high board fence? When Mrs Sherk was teacher at Ogden? When Alcek Snelgrove had a general store on Victoria Avenue? When Magistrate O'Brien was a policeman and Magistrate Pelling was carpenter, and both good at their jobs? The first brick house in Fort William? It is the house still standing at the corner of Ford and Frederica streets It was erected by the late John Armstrong, for many years keeper of the light at the mouth of the Kaministiquia river

Do you remember the first concrete building in Fort William? This was the Copp Foundry at the corner of Syndicate and Empire avenues It was built by the Copp Company who moved here from Hamilton and operated the plant in the manufacture of stoves. It was turned into a munition plant during the war, and was destroyed by fire in 1917

Do you remember when the C P R station was at the foot of Bethune street, where the yard office now stands, and there were four hotels on Hardisty Street? The old station was burned to the ground a few years ago

Do you remember the Dominion elections of 1887? Fort William and Port Arthur were at that time in the constituency of Algoma This was no mere pocket riding It included every thing between Lake Superior and Hudson Bay, had the Manitoba boundary for its western limit and on the east it included Sault Ste. Marie and Manitoulin Islands. There was neither C N R, nor G T P, and the C P R had only started in the previous year running trains on the north shore There were no roads worth mentioning, and the automobile was unheard of The election being in the winter time made snow shoeing and dog sledding popular with the election officers

Sir John Macdonald was the premier appealing to the electors for a new lease of power the Liberal forces were led by Edward Blake The candidates were both from Port Arthur S. J Dawson, sitting member was the Conservative candidate Mr Dawson was civil engineer and was the man who had laid out the route for the troops in the first Riel rebellion His name still remains attached to the Dawson road D. F. Burke was the Liberal candidate He had come to Prince Arthur's Landing as manager of the Ontario Bank, become a contractor and was prominent in most of the enterprises of

the early days. He was always interested in farming, was owner of the Port Arthur Herald and liked to be known as the "farmer editor"

The campaign was hotly contested. It was customary to hold joint meetings at which both candidates of their representatives appeared. This helped to arouse interest and was the occasion for many clever tricks. On one occasion the Burke forces were holding a meeting in West Fort William at which Dawson was invited to speak. Just as his turn came, the announcement was made that the train was pulling out. All the Port Arthur people, including the Conservative speakers, went away without a chance to present their case.

The election for Algoma was held at a later date than in the rest of the Dominion, and the general result was known before polling day here. Despite the fact that the Conservatives had a big majority, Dawson only squeezed in by a majority of 13. The election was protested, but the protest was eventually dropped. D. F. Burke contested the next election, but was defeated by George H. McDonnell.

Do you remember when Jimmie Rabidean kept a blacksmith shop and shoeing forge on South May Street, and also drove a trotting horse? When Bobbie Hamilton had a dry goods store in the Keppy Block, and to the enjoyment of the whole community, sang Scotch songs at local concerts? When there was a co-operative grocery store in a frame building on Victoria Avenue, where the Francis Block now stands? When there were five livery stables where you could hire a horse and not one garage? When McLaurin and Dow conducted a grocery store in the building now occupied by offices of the Ogilvie Milling Company. This store was the lineal descendant of John McLaurin's trading post. Mr. McLaurin was among the very earliest of Fort William citizens and traded with the Indians long before there was any settlement here. His original headquarters were on the present site of D elevator.

Do you remember when George Brown sold meat? George W. Brown came from Collingwood nearly fifty years ago, when Port Arthur was Prince Arthur's Landing, and established a meat market under the firm name of G. W. Brown and Co. He was successful from the first, and when the time was ripe opened a branch in Fort William. Later he disposed of his retail business and became manager for Gordon Ironside and Fares when they established the first wholesale meat house here. In former times Mr. Brown was very active in Port Arthur municipal politics. He served several terms as councillor, and there remains in the memory one especially warm campaign for councillor in ward two. There were three to be elected and Mr. Brown was on the ticket which included

D F Burke and W J Bawlf as candidates At that time there was a widely advertised patent medicine "B B B" and the Brown, Burke, Bawlf combination became known as Burdock Blood Bitters George has quit the meat game, but is still going strong He has so many good qualities that his friends are willing to forgive him his two failings He saw his mistake in time and left Port Arthur He has always voted Tory, but close observers say they see indications that if he is given sufficient time, he will correct this habit also say in two or three hundred years

Do you remember George Dulmage? One of the best and squarest sportsmen our city has ever known He came here from the west about 1896 or 97, was employed in the C P R freight sheds and played lacrosse and hockey until he died in 1911 Faithful and efficient in his work he came to be John Fraser's right hand man in the freight sheds, but it was on the lacrosse field and on the ice that he won the hearts of all Don't you remember some of those strenuous lacrosse games on the hill in Port Arthur or on the old Simpson Street field where the Morphy block and the West Hotel now stand? The games when George Dulmage weighing only about 120 pounds, was never afraid to go in and rough it with the biggest of them? And he never failed to give a good account of himself He was in his prime when the lacrosse club included such live players as Jimmy O'Hagan Bill Lithe and Bob Manion At first he played goal in the hockey team, but later became point player He never wore the regulation hockey skate but stuck to the old style of spring skate a style that is now extinct His last appearance on the ice was as official referee of the New Ontario Hockey League

Do you remember the big grain shed of '88? It was built in the winter of 87 and 88 to take care of the bumper crop of 1887 Figures are not now available as to the amount of that crop, but it would be safe to say it would not look nearly so great now as it did then It was however a real bumper crop It filled up every inch of available space and taxed the C P R to its limit The storage at that time consisted of elevator A, one of a quarter million bushels and the C P R elevator at Port Arthur (Horne's) 350,000 bushels To this was added the big grain shed over half a million, all other warehouses that could be made to serve, and the cars in the yards There was probably the vast total of two and a half million bushels in store here at the opening of navigation The big shed was 500 feet long and 125 feet wide The timber sills were laid on blocks placed on the frozen ground Joists were set upon these timbers, and floor laid, the sides run up, and about every sixteen feet a partition was

run across the building. This made a bin about 16 feet wide and 125 feet long. On each side of the shed a track was laid, and from the cars on this track the train was unloaded with barrow and pushcarts. It was dumped on the floor, and runways made to pile it as high as possible. The building and filling of that shed went on at the same time, and the grain men were right on the heels of the carpenters, the whole time, filling a compartment as one was ready. In the following spring the grain was reloaded into cars, and put through elevator A. The site of the shed was opposite elevators A and E. The shed was used for one season only. During the construction of elevator B, the following summer, part of the shed was used as a boarding camp.

W. J. Ross, present hydro commissioner, was C. P. R. superintendent of bridges and buildings at that time, and the construction was carried on by his department under the supervision of J. W. Robertson. A notable arrival at that time was a young lad from Ireland called Jack Flannagan who has stayed with us ever since.

Do you remember M. Sellars? He was the pioneer of the elevator and grain trade in Port Arthur and Fort William. He was the "Old Man" to all those who were connected with the elevators, and his memory is still held dear in the minds of the old guard as a man of abrupt speech and a rough way about him, behind which was hidden a heart of gold and a warm and kindly personality. Mr. Sellars came to Port Arthur from the Northern elevator in Toronto in 1884, to take charge for the C.P.R. of the first elevator at the head of the lakes, and he remained for twenty years watching that system grow until it included elevators A, B, C, D and E. He then resigned his position with the C.P.R. and established the grain firm of M. Sellars and Son. In those early days, naturally, there did not exist the present elaborate system in connection with grain handling. The Old Man was in his own person elevator superintendent, grain inspector, shippers' agent and vessel agent. His word was supreme, his edict final, and all parties knew that with the Old Man they would get a square deal. Originally he lived in Port Arthur, going back and forth by hand car, for that was before the day of street cars. Later he built a home on Dease street, where he lived out his life. His grounds adjoined those of St. Luke's Church, and he was at home in either place. Outside of his church, he did not take an active part in civic affairs. The Old Man was father of not only a wonderful elevator system, but also of a family of elevator men. More strictly speaking, it is a race, rather than a family of grain men that he founded, for they are now in the third generation and going strong.

Do you remember when the electric light came to the head of the lakes? It seems now as if we had always been in the habit of securing light by the mere turning of a switch, but it is really not so long since coal oil lamps were the vogue in every house. And remember how all those lamps had to be trimmed and filled every day, what a task it was to clean and polish the chimneys?

Poor as was this light, there will remain in the memory of some the year when the supply of coal oil was totally exhausted before the arrival of the first boat, and we had to depend on candles. That was the time when the memory of the coal oil lamps was as of the noon-day sun. The first electric light was supplied to Port Arthur by the P. A. Lumber Company, who had a generator in their saw mill, which was located near the present C.N.R. elevator. This served until the city built the first section of the street railway and put in a steam plant at Current river about 1890. The street cars and lights were run off the same generator, with the result that every light in the city was affected by the running of the cars. All stops and starts of each of the two cars on the road were duly registered in every house in town, and with a little practice it was quite simple to locate each car at any particular time.

Fort William's first electric light was supplied by Engineers John McRae and John Adams from the old power house and pumping station located near the foot of Frederica Street.

While Port Arthur had the first electric lights Fort William led the way in street lighting, having good arc lights, while Port Arthur was still satisfied with the incandescent lamps.

Do you remember Mac Rochon, who built the Avenue Hotel and conducted it for so many years, and whose slogan was, "If business interferes with curling cut out business." Dan Whalen who was one of the very earliest barbers, whose shop was in West Fort, and Tom Dunbar whose shop was on Victoria Avenue? Neither barber shop was cluttered up with a lot of women. Do you remember Harry Peacock in his tailor shop on Victoria Avenue, and "Doc" Coleman chief clerk to the superintendent, who is now D. C. Coleman, general manager of the C.P.R. western lines? Joe Oakley who kept a grocery store on South May, a city alderman, who was drowned on a fishing expedition? Hughie Fraser? He came here at the time of building old elevator B, and remained for several years as B. & B. master, and was transferred to Kenora. Isaac Byrans who died a few years ago over eighty years of age, and who was employed so many years in the C.P.R. sheds?

J Madison Hicks, the socialist orator who used to conduct outdoor meetings on the vacant lots on north Brodie? W Western, the original stationer and book seller, on Victoria Avenue, where the Kelly block now stands? The firm of Morton and Adcock, who were the live realtors twenty odd years ago? Charlie Bliss who was a C P R trainman and switchman before he went back to the land, and made a big success at farming in Slate River?

THE LOST MINE OF SILVER ISLET

BY RICHARD A HASTE

(From the Dearborn Independent, through the courtesy of the editor)

In the vicinity of Lake Superior is the height of land the great ridge pole of the roof of the continent This region has always been a land of mystery Here are laid the scenes of many beautiful Indian legends The rock girt shores of the lake were the favorite walks of the Great Spirit Here accoording to the Indians the maker of the world hid his treasures and gave them into the keeping of Missabizi god of the sea To this treasure land, long ago came strange people from the south, the mound builders and the Aztecs for copper To this "shining big sea water" came also in a later day those men of iron whose deeds make up the story of the Great Lone Land a story that has never been fully told It is with one of the hidden treasures of this lake that this story has to deal

You who have been so fortunate as to take that most delightful of all summer journeys, the lake trip from Owen Sound or Sarnia to Port Arthur doubtless remember Thunder Cape, that bold promontory that guards the entrance to the twin harbours of Fort William and Port Arthur No doubt your attention was called to Isle Royale lying to your left as you approached the Cape and you learned perhaps some of its interesting history Perhaps too if it were a clear day, the captain gave you his binocular and directed your eyes to a low lying island near the North shore not far from the base of Thunder Cape, a little island that seemed not so large as your hand on which stand queer shaped buildings now partially wrecked and rapidly going to decay but this you will not notice even with the glass Silver Islet it is called

Perhaps the captain told you of the lost mine beneath the lake of the shafts and levels that honeycomb the rock more than a thousand feet below the level of the water, of the tons and tons of silver that lay in sight when the cold waters of the lake "jumped the claim" and took possession of all save the upper works It may be that you were told also by the natives of Port Arthur of the dull shocks that are frequently felt accompanied by low rumbling thunder though the sky is clear—the ghosts of imprisoned miners blasting for silver beneath the sea

It was I think, in the year 1868 that a small party of miners prospecting for copper at the base of Thunder Cape while surveying their claims, chanced to land on a barren

rock about a mile from shore to plant observation stakes This rock was about sixty feet across and not more than four feet above the level of the lake It resembled the dome of a human skull just rising out of the water

Across this Skull Rock as it was then called, ran a vein of galena in which a few strokes of the pick revealed the presence of silver A half dozen powder blasts were sufficient to detach all the ore bearing rock above the water line but the vein was traceable some distance into the lake where, through the clear water, large nuggets of silver were visible These were dislodged with crowbars the men working up to their necks in the ice cold water The game however was worth the candle for the ore thus taken out, sacked and shipped to Montreal, assayed seven thousand dollars a ton pure silver

The location was owned by the Montreal Mining Company, Limited a company of conservative capitalists In a way luck had favoured them, for here within their grasp was one of the fabled treasures of the lake As far as human laws were concerned it belonged to them But—and it was a big but—the Great Spirit had placed it within the keeping of the sea For three hundred miles to the east there is nothing to break the great sweep of the wind And when at the call of the storm, the legions of the deep come forth, the little treasure island disappears—utterly lost in the spume and froth of the breakers Where was the man or company of men who would presume to defy these giant powers and remove this jewel from its setting?

The men composing the Montreal Mining Company were conservative They were willing and ready in the pursuit of wealth to raze hills and tunnel mountains they were ready to sink shafts through the solid rock until they could feel the earth's internal fire In such cases the opposition to be encountered could be measured and provided for but they shrank from measuring their strength against the unknown power of the wind and sea Therefore they accepted an offer of $225 000 00 and transferred Silver Islet and a number of surrounding mining locations to an American syndicate headed by Alexander H Sibley of New York

Here begins the active history of one of the world's most famous mines, a history more dramatic in its details than novelist ever conceived

It seems that when an unusual task is to be performed when a Man is wanted the time and necessity with unerring instinct bring him forth Here was a Herculean task, and the first throw of the dice turned up the man, a modest mining engineer, William B Frue

There is something strongly feline about Lake Superior, it is so lithe and soft and caressing In August and September and often later, it is usually in a peculiarly gentle mood Like a great tiger it stretches itself in the warm sun and purrs and sleeps. It is so beautiful and seems so harmless, yet beneath this calm and gentleness you can see the giant muscles swell as the great cat extends and contracts its claws in pure enjoyment of its latent power

On one of those perfect days, September 1, 1870, Superintendent Frue, with machinery, supplies, a crew of thirty men and a great raft of timber arrived at Silver Islet There was not a ripple on the surface of the water The basaltic ledges of Thunder Cape, even to the features of the Sleeping Giant, were duplicated in the water below But Superintendent Frue knew the lake, he knew its moods This one might last a day, a week, perhaps a month, but not much longer, at any rate, and then'——

There was the Skull Rock, a mere foothold, a tiny island into which the shaft must be sunk down into the bowels of the earth while around it broke the angry waters of this "brother of the sea" To sink that shaft and guard it against the fury of the Lake was Superintendent Frue's task

It was finally decided to encircle the island with a crib of timber filled with rock to break the force of the waves, while a stone and cement coffer dam was to furnish protection for the immediate mouth of the shaft With feverish haste the work was pushed ahead, eighteen hours was a day's work If only the cribbing could be got into place before the autumn storms began, all might be well One week, two weeks, a month passed and still the Great Lake slept, unconscious of or in contempt of the puny efforts of the human ants on Silver Islet. Day after day the sun rose as out of a mirror, and sank unclouded behind the shoulders of the Sleeping Giant. Five weeks, the cribbing was done, the shaft was being sunk, and every day the precious metal was coming to the surface Six weeks, seven weeks' The human ants were beginning to feel secure in their new abode Then came the 26th of October

It was three o'clock in the afternoon when the wind began to blow strong from the north-east In half an hour, the Lake right to the horizon line was white with foam "It's coming at last," said Frue, "but we are here first and I think we can stay" When the second shift quit work at six o'clock the waves were leaping the east breakwater, deluging the men outside the coffer dam From the rocky shore of Thunder Cape came the boom of the surf, like a rolling cannonade The little plunging tug had just arrived with the third shift

wet to the skin The cribbing on the windward side was already trembling with the impact of the waves. Stubbornly to remain would be useless and might be suicide. It was the first trial of strength and the result to the mind of the superintendent was at least doubtful Orders were therefore given to all hands to go ashore There was little sleep for Superintendent Frue that night He had secured first innings, he had been given fair play, he had made the utmost score; now the sea was taking a hand in the game All night he walked the beach, and listened guessing, as best he could the progress of the battle How the breakers roared, how the wind howled and shrieked as wave after wave came home!

Before sunset the wind had died down and by ten o'clock the sea had subsided to a sullen underswell. Frue promptly set out to the scene of the conflict, and his heart sank at what he saw Two hundred feet of the breakwater had been carried away; the cofferdam was a partial wreck, and as if in rebuke, the storm had filled the shaft to the brim with the rock of the cribbing

The Company had agreed to give Frue a bonus of $25,000 00 in addition to his salary, on condition that before September 1 1871, the first year of operation, he mined and shipped ore to the value of $250,000 00, an amount to cover the original purchase price and the bonus On the morning of October 27 that bonus appeared to Frue as distant as the moon But under the apparently crushing defeat, he lost neither his heart nor his head He had learned something from the storm He had learned something of the game as it was to be played by his antagonist

All hands were put to work, the cribbing was rebuilt and strengthened, the cofferdam was restored and the debris removed from the shaft The sea remained quiet Mining was resumed and by the last day of November, when navigation closed, the plucky superintendent had the satisfaction of knowing that $100,000 00 worth of silver ore had been shipped down the lake to Montreal Hardly had the vessel with the last shipment got away when the mercury dropped to ten below zero The Lake froze heavily in places, and then from the southeast came another storm.

It was a flank attack and this time the sea, as if maddened by the persistence of the invaders, brought up its artillery and hurled tons upon tons of ice against the cribbing which crumbled like an eggshell before the tremendous onslaught But this awful battering defeated its own purpose the accumulation of ice soon formed a breakwater against which the waves beat out their fury For three days and nights the storm raged, then the sea smoothed out again and Frue took

stock of the ruins The cofferdam remained but most of the cribbing was gone The foreman after looking over the wreck, remarked ' You cannot make anything stop here,' but Frue thought differently

Nature is the greatest of engineers, and he who would oppose her must adopt her plans and be ever ready to profit by a hint The ice gorge gave Frue the key to the situation Taking advantage of the winter and the ice he threw out a breakwater facing the southeast The structure had a base of twenty five feet rose twenty feet above the surface of the water and was backed by cribbing filled with the debris from the mine Work was prosecuted both underground and on the defenses with little interruption until March 8th Then the Lake gathered its forces for what seemed not only another assault, but the commencement of a campaign of annihilation Masses of ice as large as the Islet itself were hurled against the groaning fortifications which were soon driven bodily up the incline towards the center of the Island Wave after wave leaped the breakwaters and it seemed that the lake would at last succeed in regaining the whole of the lost territory and in driving the invaders permanently from the ground Storm succeeded storm during the entire month, each assault more terrific than the last There was no rest for the miners day or night Every interval of calm was employed in repairing the breaks and in strengthening the weak places At last apparently defeated the great lake withdrew its forces and the superintendent for the first time saw in his mind's eye the $25 000 00 bonus and it was not far off At the close of the first year the cleanup showed a gross output of nearly one million dollars The bonus was immediately paid There seemed to be no longer any danger from the storms From all appearances the lake had given up the contest abandoned the treasure to the spoilers, who during the next two years took out another million in silver

Silver Islet had become one of the wonder mines of the world The little Island the bare Skull Rock had grown in the meantime to ten times its original size It extended to the outer breakwaters and supported not only the upper works of the mine, but machine shops, storehouses, and permanent quarters for certain employees of the mine From the eastern angle rose a lighthouse, while on the lee side were built great docks, and breakwaters for the protection of the now important shipping On the shore a town had sprung up a town with churches and a schoolhouse great reducing works, clubrooms for the miners and neat cottages for the families of five hundred workmen.

Fine was the magician who had wrought the change He had found a barren rock a mile from the shore of a howling wilderness, and in three years had made it the center of one of the most important enterprises on the continent The treasure he sought was guarded by the most powerful and treacherous of natural foes but he met every emergency and at the end of three years was the apparent conqueror But Nature never gives up a battle

Ages ago as if in sentient anticipation of what was to come, the lake had run a countermine underneath the Island The main shaft had reached the depth of 300 feet when this countermine was struck The imprisoned waters under the enormous pressure, leaped forth fiercely driving the miners from level to level Despite the work of a four inch pump the water rose at the rate of ten feet an hour Another six inch pump was installed but the two working day and night, could barely keep the waters below the fifth level An order was dispatched for a pump with a twelve inch plunger but before it could arrive the lake made one more effort to demolish the upper works A double attack from above and below seemed to have been planned All previous storms were dwarfed, they were mere zephyrs compared with the hurricane that now swept down from the north east A breach was at once made in the breakwater and sixty feet of the structure carried away Before the damage could be repaired another assault carried away 360 feet of the cribbing with the blacksmith shop and 5,000 tons of rock So violent was the wind that refuse "rock flew about the island like hailstones" Fortunately the machinery remained intact and the pumps were kept going At last the storm died away the mammoth pump arrived and slowly the waters in the mine were put under control It was a well planned attack, and the defenders won by a margin so small that an accident however slight would have turned the scale

It was soon after this that Superintendent Frue left the employ of the company and disappeared from its history The fortunes of this remarkable mine for the next ten years need not be recounted It differs but little from the history of other mines Deeper and deeper drove the shafts and wider and wider extended the stopes and levels In constant fear of the sea and wind above the work went on Some years the output ran into hundreds of thousands Then again it would hardly pay expenses At last there came a year when the output came short of the operating expenses The indications were as good as ever but somehow the ore in hand did not seem to pan out well The stockholders were called upon to make up a deficit There was grumbling and dissension Rich

ore to the value of half a million dollars was visible in the roof of the first level, but its removal had hitherto been regarded as dangerous Now, however, plans were decided upon to put in a false roof and remove this lode

The main shaft had now reached a depth of 1300 feet below the lake level Gigantic pumps driven by powerful engines were kept busy holding back the insidious sea Storms might come and wreck the upper works, but storms subside and the ravages of the sea can be repaired, but this eternal assault from beneath could be resisted only by tireless energy that never slumbered Let the throbbing engines cease their work, let the pumps but stop for a day and the battle of years would be lost.

It was November, 1884, and the coal was running low Only a few hundred tons remained in the sheds on the island and the hungry furnaces would soon devour that But more was expected any day,—the winter's supply had already left the Lower Lakes it should be somewhere on Lake Superior now Day followed day—it did not come It was getting late and navigation might close at any time Work went on as usual, some slight accident had delayed the steamer The coal was sure to come, the miners told each other Day and night was heard the monotonous thud, thud, of the pumps; but all the time the coal was getting lower—lower and the sea was waiting, waiting

It was an anxious Christmas for the folk of Silver Islet, that Christmas of 1884 There was hoping against hope for the arrival of the looked for steamer What if it should not come? Could it come now? The cold was intense and already the ice had formed six inches thick in the bays and the ice field was creeping out into the Lake, from which rose like steam from a mighty caldron, huge banks of nebulous clouds

The New Year came, January 1, 1885, and no coal But instead there came a dog team from Duluth bearing the bitter news that a drunken captain with a cargo of a thousand tons of coal for Silver Islet had allowed his vessel to be frozen in the ice at Houghton The furnaces were put on half rations in the vain hope that something might happen to bring relief But at last came a day when the fires went out, and the exultant sea reclaimed its own

Thirty seven years have passed since that fatal day a generation has come and gone, but no attempt has been made to fight back the sea and reopen the mine The Island and the village that once stretched for a mile along the shore are abandoned and desolate The great engines and hoisting houses on the island are rusting where they stood The light-

house has long since disappeared The docks and break waters are rotting They are at peace with the sea which in contempt has given them over to the slow torture of time Dawn in the shafts and galleries where men once worked, fishes stare with unblinking eyes at the slimy walls On the mainland the great reducing plant with its batteries of stamp and vanners is rapidly going to decay Grass and briers grow in the abandoned street and at night hedgehogs hold high revel in the silent church and owls hoot from the rickety tower

Why has this mine with all its possible wealth of silver ore been left in the possession of the sea? I know not The old care taker once told me strange stories of strange doings He told me that sometimes when the air is full of light, when the wind sleeps and the placid sea reflects the great blue bowl of heaven, the surface of the Lake will suddenly heave in long, low swells and then smooth out again Then as from the depths of the earth, come low rumbling sounds, muffled and indistinct, like a far off cannonade He told me, too, that at night, when the storm comes from the east and the air is filled with blinding wrack, ghostly lights flit about the treasure island, and in the lulls of the wind you can distinctly hear the rumbling of a hoisting cable and the rhythmic pulsations of a ghostly engine

I fear that years of almost uninterrupted solitude may have warped his imagination Be that as it may, the fact remains that this silver fleece is still guarded by a dragon that never sleeps, the omniscient power of the sea

CANADIAN PACIFIC RAILWAY CONSTRUCTION IN 1875 AT FORT WILLIAM

BY JOHN KING

Contract No. 1 dated October 17, 1874, was made with Sifton, Glass and Fleming for the construction of a telegraph line between Fort Garry and Fort Pelly Contract No 2 dated October 30, 1874 was made with Richard Fuller for the construction of a line between Fort Pelly and Edmonton Contract No 3, dated November 10 1874, was made with F J Barnard The contract called for the construction of a line between Fort Edmonton and Cache Creek Contract No 4, dated February 9, 1875, with Oliver, Davidson and Brown, provided for construction of the remaining line from Prince Arthur's Landing to the Red River

To connect the Canadian Railways with the North west an Order in Council dated November 4 1874 advised a Subsidy of $12 000 per mile for an extension of the Canada Central Railway from Douglas westward to the Eastern end of the branch, the railway proposed to be built from Georgian Bay by the Government being about one hundred and twenty miles

Contract No 13 dated April 3, 1875, was made with Sifton and Ward for the construction of a railroad from Fort William to Lake Shebandowan a distance of forty five miles Lake Shebandowan, as terminus was changed to Sunshine Creek, 32½ miles and completed in 1876 Contract No 14 of the same date was made with the same firm for the construction of a road from Selkirk to Cross Lake 77 miles, which was not completed until 1880 Contract No 15, dated January 9 1877 with Joseph Whitehead for the grading of a line from Keewatin to Selkirk, 112 miles, was finally made

In order to make available the water stretches between Lake Superior and Red River, work was commenced on the Fort Frances Canal in Rainy River District in 1875 It was planned to make available 200 miles of navigable water between Kettle Falls and Rat Portage for steamboats of moderate draught After an expenditure of $200 000, the work was abandoned Reports appeared as the progress of surveys made possible definite decisions as to location The choice of Yellow head Pass gave a definite objective for a line from Lake Superior The report of the surveys of 1877 located a satisfactory line from the standpoint of the various factors affecting the success of the road from Lake Superior to Tete Jeune Cache In 1878 Burrard Inlet was recommended as a terminus and adopted by an Order in Council of July 13, 1878 To complete the connections with Georgian Bay, Contract No

12, dated February 27, 1875 was made with Hon A. B Foster for the construction of a road to the mouth of the French River, 85 miles. The contractor proposed the improvement of the navigability of the French River to a distance of 26 miles from its mouth, making the terminus at that point. The contract was cancelled, an additional survey was made and Contract 37, dated August 22 1878 with Henev, Charlebois and Flood, for the construction between Nipissingen Post and the Head of Navigation on French River was agreed upon. This was cancelled on July 25 1879 and given up uncompleted in 1880. Contract No 25 dated June 7, 1876, with Purcell and Ryan for the grading between Sunshine Creek and English River 80 miles and for track-laying between Fort William and English River was not completed in 1880 after an expenditure of $1 346 000. Contract No 42 section A, dated March 7, 1879 with Marks and Conmee for the construction between English River and Eagle River, 118 miles and sect on B, dated March 20, 1879, with Fraser, Grant and Pitblado, for the construction between Eagle River and Keewatin, 67 miles, called for completion in 1882.

In the summer of 1879, Conmee and Marks had the contract to build the roadbed to Eagle River. J. S. Hamilton, Peter Roy and myself were in charge of building the road and hauling the supplies for the construction of that contract.

Many incidents occurred during the building of this road which meandered through mountains, valleys and swamps. I remember a corduroy, or pole road that was built over Brooster Swamp about half a mile long. These poles were cut in the woods and carried on our shoulders to cover this swamp where the supply was to go over. Another very interesting incident was the five carloads of glycerine we took on the train from Port Arthur to Ritey Siding. The engineer was J. Costello, the fireman Jack McCartney, and myself in charge of the train. Bob Craig, who was conductor followed at about a distance of five or ten miles for should anything happen he could find the pieces where the explosion took place. The man who really was in charge of this glycerine shipment was George MacDonald, M.P. We left Port Arthur about 10 a.m. the first day and went as far as Savanne where we spent the night. The second day we left at 6 a.m. and went to Ritey Siding where we left the five cars. This glycerine was hauled from Gutt River to Section B under contractors Fraser, Grant and Pitblado. It was to be used in blasting the rocks in Section B. The bonus they gave me to take the five cars of glycerine was $50.00. You can imagine what risk I was taking for this amount. The only time I was afraid was

when I took out the pins to uncouple the cars from the engine. I said to the engineer "Please go slow when you pass these cars." Then I said, "Good night!"

This tote road was the only trail made while building the C P R. to the west

The end of the road for this section was built as far as Eagle River.

Contract No 16, dated June 10, 1878, with the Canada Central Railway, provided for a change in the earlier subsidy between Pembroke and Nipissing, giving a total subsidy of $1,440 000. Reliance of the Government on advice of the engineers in location of the line was a cause for considerable trouble with settlements and of considerable embarrassment A petition was presented on April 17, 1873 urging the advantages of Prince Arthur's Landing as a Canadian Pacific junction with Lake Superior The choice of Fort William was made the occasion for another petition on February 26, 1875

Charges were made that the Government was in league with land speculators, and a Committee of the Senate did reveal the fact that extravagant prices had been paid The Neebing Hotel, worth $3,000, was sold to the Government for $5,023. Land purchased at $5 00 an acre was sold at $500 00 One valuator of the Government was also a member of the Land Speculation Company The Government took steps to prevent speculation, but only after the mischief was done

A further protest of Port Arthur, on March 19, 1878 led the chief engineer to insist that the shortest route was desirable and a six mile extension was unjustifiable

You will note the cost of the Neebing Hotel, $3,000 and sold for $5,000 The hotel today could not be built for less than $20 000, because it was well constructed and a big building You will also note that land was expensive, although if we are comparing it with prices of today it was cheap even at that price There must have been a few grafters at that time, but I believe we have not improved any in that respect at the present time The politicians had to make some fuss to make political capital, but I believe at that time we had better politicians than we have now I also believe they were more sincere than they are today, because they were not asking as much They were satisfied with a smaller amount Today they are making millions and we call them "smart fellows" The Prime Minister then was getting $5,000 a year, but an ordinary Commissioner appointed by the Government today gets from $10 000 to $20,000 a year It goes to show that the people do not bother as much about the amount of taxes they pay Then they were far more careful as to how they imposed taxes on the tax payers.

THE CONSTRUCTION OF THE C P R. LAKE AND RAIL IN 1878 AT THE FRENCH RIVER

I was working on the cutting of the right-of-way, and there was also eight miles of steel laid there. A general election took place in that year when Sir John A. Macdonald came into power, and he abandoned the construction of the Lake and Rail and closed all work. I had been working for three weeks and received the amount of $8.00. We were working for $1.25 a day. I left the French River and took the steamer "Waubuno" to Collingwood, then took the steamer "Frances Smith" from Collingwood to Prince Arthur's Landing, and went to work on the C.P.R. construction there.

The change of policy of the Government in 1880 and the inadequacy of the engineering staffs, were evident in other directions. The terminus at Fort William was expensively and disadvantageously situated. Reports and minutes of evidence taken were put before the Select Committee of the Senate, appointed to inquire into and report upon the purchases of lands at Fort William for a terminus for the Canadian Pacific Railway. On the advice of the Engineer in Chief, large quantities of rails were purchased in 1875. Later the prices fell and in addition a great deal of waste was caused by oxidation. The difficulties were enhanced by an almost undue reliance of the Government on expert advice. A change of policy decided upon by the engineers for permanent construction on Contract No. 15 was carried out in spite of the Government's determination "not to do it." The Premier, against his better judgment, accepted the choice of the Engineer in Chief of the terminus at Fort William. This reliance of the Government on advice of engineers, the inadequacy of the advice, and the inexperience of the Government itself, occasioned considerable difficulty with tenders and contractors.

The Governor-General, the Marquis of Lorne, in 1881 came through Port Arthur and Fort William to Wahigon, and from there went by water to Section A, west of Eagle River, where he took the train to Winnipeg. The train that took him from Port Arthur was made up of a caboose, box car and two decorated flat-cars with seats of planks. On our way west we had dinner between Bonner and Flacon at Twin Lake. Lunch was spread on the grass and each one helped himself. The crew in charge of the train were: J. Costello, engineer, Jack McCartney, fireman, Bob Craig, conductor, and myself as brakeman. We went right through to Wahigon

on the same day. It was a beautiful day. The Governor-General wore a grey suit with a large brimmed grey linen hat, or better known as a "turtle hat". He was a very young man and very hospitable toward us. He was going through to the coast, and was one of the first Governors to see the C.P.R. under construction from coast to coast.

Winnipeg was only a village then, in fact the head-quarters of the railway was at Selkirk in 1881. In 1882 the C.P.R. was connected with Winnipeg. Pat Doyle of Glengarry with Pat Purcell the contractor, my brother Peter and myself were on the train, which was the first train to go through under construction to Selkirk and Winnipeg. The engineer who took up from here to Selkirk was J. Costello and the late Joe Ryan, fireman. The C.P.R. then took the road over and had to repair and ballast it from here to Winnipeg to put it in running order. A large extra gang was placed on the road, also boarding cars. Then the track was ballasted, raised and lined up, and bridges repaired, and stations, telegraph lines lined up. Water tanks and section houses were built and at every divisional point a round-house was built to take care of the equipment.

A few notes on the traffic of the Canadian Pacific Railway may be of some interest.

In the year 1882 and 1890 388,755 passengers were carried, and in 1921, 15,318,358. This shows the increase in traffic and that the railroad was enjoying a fair business. The freight carried from 1901 to 1921 was 7,155,813 to 23,710,606 tons. The grain carried in 1901 was 32,927,468 bushels, and in 1921, 175,506,119 bushels. In 1901 the flour carried was 3,735,873 barrels and in 1921, 11,718,510 barrels. Live stock carried in 1901 was 943,386 head, and in 1921, 1,612,049 head. You can judge by this that the railway's finances were steadily increasing.

Other items carried in 1901 were 2,906,970 tons and in 1921, 7,018,876 tons. Lumber carried in 1901 was 839,214,646 feet, and in 1921, 2,382,570,398 feet. This shows that all natural resources were showing rapid development. Fire wood carried in 1901 was 204,818 cords and in 1921, 204,836 cords.

EQUIPMENT

In 1901 there were 363 conductors' vans, and in 1921 there were 1,337 vans. Locomotives in 1901 numbered 708 and in 1921, 2,255. It shows that the equipment was increasing and there is a great deal more than that today.

EARNINGS

In 1883 freight earnings were $3,755,915 and in 1921, $128,643,445 62 Passenger fares for 1891 amounted to $5,459,789 50 and for 1921, $41,565,885 Mail earnings in 1891 were $516,089 45, and in 1921, $2,939-258 50 We can see by the mail service that Canada is rapidly developing and a prosperous future is to be expected

Railway expenses for 1882 were $1 148,299 35, and in 1921, $158 820,114 There is no doubt but that with this great improvement Canada will continue to improve, and this is due to the C P R and other railways of Canada

The first crop of grain handled from the Western Prairies was handled at West Fort William The grain was unloaded from the cars to a large shed on the bank of the Kaministiquia River by wheel barrows, and reloaded in the spring from shed to boat in the same manner I took part in the loading of the grain from shed to boat

The second crop was handled the same way, only that there was a large shed built at East Fort William, so called at that time and when the C P R left Port Arthur and came to Fort William, I built the main line from West Fort William to Port Arthur I took the rails up where we connected the main line at Port Arthur to West Fort William where today the Canadian National Railway has its main line and I also put in the first Industrial Site at Graham and Horne saw mill, from where all the lumber at that time was shipped to the Western Prairies I also put in the first track in Elevator A, which elevator the C P R are asking tenders to tear down

At that time, when Elevator C was built, we thought we had a wonderful equipment for handling the grain It was certainly a great improvement to handling it by means of wheel barrows How many wheel barrows would it take to handle the western crop of today? Now we have what we call a modern way of handling grain, and Elevators A and C are completely out of date as the wheel-barrows were when we built these elevators We can easily see what Fort William and Port Arthur will be at the Head of the Lakes when the Western Prairies have a population of five to ten millions These two harbours will be covered by elevators especially on both sides of the Kaministiquia River from Point Demeurons to the mouth Then these cities will become the greatest of Western Canada, and also our great prospects of minerals undeveloped, will build them up All these great accomplishments were made possible by the building of the C P R. and C N R. Our future cannot be measured It is left to every individual to do his bit

FIRST THINGS IN PORT ARTHUR

BY F. S. WILEY

Lieut Henry Wolsey Bayfield R.N. in charge of the survey to outline the shores of Lake Superior, spent the Winter of 1821 22 in Thunder Bay with the schooners "Beaver," "Otter" and "Mink," employed by him in the performance of this work

These schooners were owned by the American Fur Company, with headquarters at Presque Isle (Marquette, Mich.) his own ship being below St. Mary's Falls in the Sault river.

This survey was completed during the years 1821-24, and is known as the most remarkable work in the history of hydrography

The first steamer to enter Thunder Bay was the American ship "Julia Palmer" carrying Thomas Gummersall Anderson whose mission was to negotiate a treaty with the Ojibway Indians of Lake Superior. This treaty was concluded by the Hon. W. B. Robinson, of Toronto, in 1846 and is known as the Robinson Treaty

The first British bottom under steam, to enter Thunder Bay was the tug "Dart," Captain Duncan McEachern

The first official notice taken of Thunder Bay was when Henry Gladman, an officer of the H. B. Company, was instructed by the Government to conduct an exploratory expedition from Thunder Bay to the Red River in 1856. His chief assistants were Simon J. Dawson, C.E., and Professor Henry Youle Hind, both of whom submitted valuable reports on Thunder Bay as a harbour.

This expedition had its base at the month of Current River, and it was then and for many years after, known as the Northwest Station.

Work on the construction of the "Dawson Road" was begun by the Government in 1869, then known as the "Red River Road," with Simon J. Dawson, C.E., as superintendent of construction.

Colonel Wolseley (later Sir Garnet) landed at what is now the foot of Arthur Street on the morning of May 25th, 1870, on his way to the Red River, to quell the half breed rebellion of that date, having an armed force of 1200 men proceeded west over the Dawson route. Colonel Wolseley named the place Prince Arthur's Landing, in honour of Prince Arthur (later Duke of Connaught) then serving with the forces in Canada.

First Post Office opened in 1870, known as "Thunder Bay" D M Blackwood postmaster The office was known as Thunder Bay P O until March, 1884

The survey of the village of Prince Arthur's Landing was done by Hugh Wilson, O L S and completed in December, 1871

The first railway to enter Prince Arthur's Landing was the P.A L & Kam Railway constructed by the Municipality of Shuniah for the purpose of connecting with the C P R at the Town Plot of Fort Wilhara in 1876

The C.P R. was completed to Winnipeg in 1882, and to Montreal in 1886

The C N was completed to Winnipeg in 1903 and to Toronto in 1914

The first grain elevator was built at Prince Arthur's Landing in 1883 by the C P R

The first Manitoba wheat was shipped through Thunder Bay via Prince Arthur's Landing in September 1883 being a cargo of 10,000 bushels, on the steamer "Erin" Captain J Clifford

The first coal handled for shipment to western points was delivered in September 1882 by the schooner "F L Danforth", Captain Cummerford

Town of Port Arthur incorporated March, 1884

City of Port Arthur incorporated March, 1906

First Reeve, P J Brown, 1873

First Mayor of the Town of Port Arthur, Thomas Marks, 1884

WHEN FORT WILLIAM WAS A CAPITAL

(From the Montreal Standard)

During the years of trade rivalry and often of open hostility between the Hudson Bay Company and the younger North West Company, the former brought in its goods and carried its furs home to England by Hudson Bay, Hudson Strait, and the North Atlantic Ocean, the route that it is now proposed to restore to commerce

The North West Company had its base in the east. The principal shareholders of the company, (partners as they were called) had their homes in Montreal, and the goods imported from England to be used in bartering with the Indians were brought to Montreal by ship and carried to the west in canoes, although the first stage of the journey was for many years made in carts The carts hauled goods nine miles from Montreal to Lachine, at the head of the famous rapids. The two great waterways fork, one part, the St Lawrence River coming down from the Great Lakes, and the other the Ottawa River, flowing down from the west, and affording a direct route to the center of Canada beyond the Great Lakes

The canoes of the North West Company usually proceeded westward by way of the Ottawa River the Mattawa over the portage that led to a stream flowing into Lake Nipissing across the lake, down the French River out of which they passed into the Georgian Bay of Lake Huron It was the route that Champlain had followed in his first visit to the Great Lakes in the autumn of 1615, and it is the route along which some day may be constructed the Georgian Bay canal

Having reached the Great Lakes the flotilla of the North West Company heavily laden with goods and supplies skirted the north shore threaded its way among the islands of the north channel of the Georgian Bay, entered the straits and so came to Sault Ste Marie where the company maintained a large trading post Then the flotilla passed into Lake Superior, and after much toil at the paddle, came to the Head of the Lake and entered the Pigeon River flowing from the west

Not far from Lake Superior, rapids obstruct the navigation of the Pigeon River Here was the Grand Portage, which led from the head of navigation on the Pigeon River to the beginning of navigation on the waterway made up of Rainy Lake Lake of the Woods and several other smaller lakes and their connecting rivers The large canoes in which the goods were brought up from Lachine, did not go beyond

the eastern end of the Grand Portage. Over this long and rough portage the goods and supplies were carried by the hardy voyageurs from the east to the west, who met here during the early weeks of each summer.

At the western end of the Grand Portage, the goods were loaded into the smaller canoes used on the western water ways, and transported to the vast prairie region of the central west. The journeys of some of the voyageurs who each summer set out from the Grand Portage did not end until the voyageurs were among the foothills of the Rocky Mountains.

The days of greatness of the Grand Portage came to an end. The country to the south of the Great Lakes became part of the United States, and for some distance west of Lake Superior the Pigeon River became the international boundary. Being on the south side of the river, the Grand Portage ceased to be British territory, and the North West Company began looking about for another base on the Great Lakes.

In 1785, the company sent out an engineer named Edward Umfreville, to find a site for a new fort and trading post on British territory. He travelled far and visited many places but found none that he thought more highly of than the banks of the Kaministiquia River, which enters Lake Superior about twenty miles to the northeast of the mouth of the Pigeon River. Because of the certain commanding advantages this spot was selected as the site of the new fort. The River was found to be deep, easy of access from the Lake, affording a safe and spacious harbour.

And so the North West Company established there a base, on the Great Lakes, and called it Fort William in honor of William McGillivray, the principal partner of the company, as a shareholder was called. Where that fort and fur trading post were built almost a century and a half ago, now stands a busy city, one of Canada's chief grain ports on the Upper Lakes, and the seat of thriving industries.

EARLY DAYS AT FORT GARRY

BY JOHN CHRISTIE

Few people who visit Winnipeg to day, and see the beautiful Hudson Bay Company store, costing about six million dollars, have any idea what Old Fort Garry was in the early days In 1830 the northern department council held at York Factory passed this resolution, "The establishment of Fort Garry being in a very dilapidated state, its situation not sufficiently central, much exposed to the spring floods, very inconvenient in regard to the navigation of the river and in other points of view, it is resolved that a new establishment to bear the same name be formed on a site to be selected near the lower end of the rapids for which purpose tradesmen be employed or the work done by contract as may be found most expedient and as stones and lime are on the spot those materials be used, being cheaper and more durable than wood."

My grandfather who was then chief factor in charge of York Factory was appointed Governor of Assiniboia, and Chief Factor in charge of the Red River District, under Sir George Simpson, Commander-in-Chief of the Hudson Bay Company

During 1835 and 1836 instead of abandoning the commanding site at the forks of the Red River, he erected thereon a fort of stone with a frontage of 280 feet on the Assiniboine River and a depth of 240 feet, with high bastions at each corner loop-holed for musketry, and pierced for cannon, with neat and substantial stores, dwellings, offices and barracks therein Afterward, to the stone fort he added during his second term as governor, a square about equal in size in the rear of the stone part the wall being of big square logs laid horizontally and pinned together. The only remaining part of Fort Garry now in existence is the old stone back gate of the otherwise modern addition to the stone part, built in 1835 and 36. Many people living in Winnipeg to day are of the opinion that the gate now standing was the front gate of Fort Garry. This is erroneous as in later years a larger building in the rear of the Fort was rented to the government which was used by Governors Archibald and Alex. Morris as their official residence and this time honored gateway was their entrance

Just fifty years ago this June, I entered the gates of Fort Garry as an apprentice clerk and was in residence at the Fort from 1874 to 1882 when I was appointed to the accountantship of Norway House District Fort Garry was

just like a little town within itself The Company had their own blacksmith, tinsmith, carpenter, etc, and everything was run just like a disciplined army There was a mess for the clerks, and a mess house, mess for the men, and everything was in apple-pie order, and everything went by bell from seven A.M to six P M, when all hands quit work (You might be interested to know that while you were working in the office, the fire alarm bell would ring, and all hands would dash) Altogether, three generations of the Christie family have given something like two hundred and fifty years of their lives to the interest of the shareholders. Upon the formation of the Northwest Council of Canada my father who was then inspecting chief factor was, along with Donald A Smith and other gentlemen of high standing in the country appointed a member, and as such became entitled to the courtesy title of "Honorable"

When my father retired from the service in 1874, he was selected by the Prime Minister of Canada, as one of the Commissioners to make the treaty with the Indians of Saskatchewan The other members of the commission on that memorable occasion were the Hon David Laird, Minister of the Interior, Hon Alex. Morris Lieut Governor of Manitoba, and the Hon James Mackay

NE-NAW BO-ZHOO—MIGHTY MAN

BY IVAN SWIFT

(From the Dearborn Independent, through the courtesy of the Editor.)

Our Ojibway neighbors have been imaginative children of nature weaving fabrics of pretty legend and religious myth They too, have striven to answer the eternal question of who we are, whence we come, and whither we are bound and who and where is God

Not knowing even the little that science has taught, nor being read in oriental visions and prophecies, they have woven quaint fancies and consistent allegory. They have their maker and doer of all things good and bad, and of all things not otherwise explained. The heart of their mythology their mighty man on earth about whom most of their legends gather, was Ne-naw bo-zhoo

The story is that the great and invincible deity, Gitche-Manitou would have a son to rule the earth for his people A virgin lovely and faithful, the sunshine and angel of the tribe, abode with her grandmother To her the good spirit came, and she was delivered of two children, the first, Ne naw-bo-zhoo, the wonder child, the wizard the other his brother, the stone boy, an inhuman monster whose birth cost the life of his mother Spring-Wind

The stone child fled to the woods and became a wanderer on the face of the earth When Ne-naw bo zhoo had grown to manhood and heard the story, he vowed to pursue and destroy the stone man and thus avenge the death of his mother Through ages of hardship and perseverance Ne naw bo zhoo prosecuted his task, often approaching so near to his stone brother as to strike pieces of flint from the unnatural body, thus causing a flash of lightning and a roll of thunder In this way the flint stone was scattered over the face of the earth and proved a blessing to the early arrow makers and fire burners

At last the stone man was overtaken and laid low on the lakeshore near Grand Traverse Bay, and the body lies stretched there a mass of flint, known as Stony Point, forever a monument to the valor of Ne-naw-bo-zhoo

Wabanossa, son of the chief counsellor of the Garden River reservation and himself the greatest Pan-pan kee wis of the Hiawatha drama, thus tells the story

"When I was a small boy, I heard story from my grandfather He was old man, die long time ago I wish I can remember all them story He tell me about Ne naw bo zhoo

"Ne-naw bo-zhoo was great spirit, very little, very big He do everything good, everything bad He make the sun come up He make the rain He freeze over the river He can change to beaver, or bear, or mouse in a minute. He is every where all the time He chase his brother all round the world He make the willow red for boxes and baskets He make the wa quit to grow on the rock for food in the winter He whip the maple tree to turn syrup to water so his people have to work for it He split the birch bark, and make the pitch in the pine tree to use for canoe and water bucket. He make the rabbit, wa-boose, to sleep with his eye open and the blue jay to cry out some danger in the woods

"He is always hungry One time he invite all the duck to dance in his lodge Then he tell them to shut their eys and dance hard to keep warm After while they get dizzy, and Ne-naw bo zhoo grab up and ring their necks. Bimeby one duck open his eye little bit and see that He scream, 'Ne-naw bo-zhoo is killing us. Everybody fly away' Ne-naw bo zhoo kick him and break his back down so he can only dive but not fly. So he is great diver after that His name is called Sin ge-bish, heli diver

"One day, Ne-naw bo-zhoo say to his wife, 'We got no food We go call on Mr Woodpecker' They go Mrs Woodpecker clean out big kettle Mr Woodpecker put two bone in his nose and red feather on his head. Then he climb up tree and peck with them bone Bimeby nice fat coon fall out that tree They have good dinner Gone away again. Ne-naw bo zhoo he forget his glove on purpose He call back to send boy with his glove to-morrow

"To-morrow come Mr Woodpecker think there is some trick He tell his boy be careful Don't go in Ne-naw-bo-zhoo tepee Boy will throw glove 'No, no,' Ne-naw bo-zhoo say, 'Don't throw glove Get wet in the snow Come here with glove' Boy go near Ne naw bo zhoo say, 'Your father good to give dinner Tell your folks come to my tepee to dinner to-morrow We got lots to eat' Boy go away Next day Woodpecker family come to Ne naw-bo-zhoo to dinner Mrs Ne-naw bo zhoo clean big kettle Ne-naw bo zhoo put red leaf in his hair, and two deer bone in his nose Then he climb tree and peck hard in tree like Woodpecker Bones go through his head Everybody laugh Woodpecker say, 'What you do? Kill yourself? Let me show you how to do that' Then Woodpecker take bones climb up tree, peck lot holes in tree Make nice music in woods Bimeby coon fall out like before That's what Ne-naw bo-zhoo want He gets good dinner again

"First place Ne-naw-bo-zhoo had big black dog called Thunder One time dog go down to lake to drink water He didn't come back Sea god suck him in I guess Ne-naw-bo zhoo was pretty mad He take sharp spear, get in boat, go out on lake He cry out, 'Sea God, I defy you I defy you You steal my Thunder dog I defy you, Miche-la-ne-gwe!'

"After while big fish come up—smash them boat all shiver He swallow Ne-naw-bo-zhoo whole Ne-naw-bo zhoo bang on to his spear When he is inside he stick spear in whale's guts Whale go crazy, swim round, make big waves (Now this lake make big waves Indian say, Miche-la-ne-gwe—he's mad) Bimeby big fish run up on shore—Ne-naw-bo zhoo come out—run away

"After while all sea animal want to come up on sand to get sun, but Sea God he's afraid of Ne-naw-bo-zhoo He send sea serpent out to look for Ne-naw-bo zhoo Bimeby sea serpent come back, and say, 'I see only black stump on beach I don't see Ne-naw-bo-zhoo' Sea God say, 'You go wind roun the stump,—squeeze tight May be Ne-naw-bo-zhoo' Sea serpent go out Wind round stump—squeeze tight Ne-naw-bo zhoo pretty near squeal, but he don't squeal Sea serpent go back and say 'He don't squeal' Then Sea God send sea tiger to stump Sea tiger go, scratch head in stump Ne-naw-bo-zhoo pretty near cry this time, but he don't cry Tiger go back, say 'I find only stump I don't find Ne-naw-bo-zhoo Then all the sea animals go out on beach to get sun They have nice picnic Bimeby sharp arrow come from stump, hit big polar bear in side Then they know that this is Ne-naw-bo-zhoo turned into stump He have to run away Bimeby he meet Mr Frog on road—look like doctor, eyeglass, medicine case thermometer, I suppose Ne-naw-bo zhoo be say, 'Nice morning Where you go to day?' Dr Frog say, 'Polar Bear get hurt I go doctor Polar Bear' Ne-naw-bo zhoo don't like this very much, so he kill Frog, take off his skin put on himself, go doctor Polar Bear himself When he get there he say, 'I have to pull out arrow little bit every day Then you live' But this medicine man, he push in arrow little bit every day Polar Bear die Ne-naw-bo-zhoo take bear skin and run away

"Then Sea God know that he got quack doctor He's pretty mad He makes big waves to run all over the land to drown Ne-naw-bo-zhoo so he don't make some more trouble Bimeby Ne-naw-bo zhoo meet Mud Hen He tell Mud Hen to drink up the waves so he can get away Mud Hen try to drink up the waves Bimeby she's too full, she bust Then waves go on again Ne-naw-bo-zhoo he run fast he's pretty tired He see Badger dig hole, fill up hole behind with dirt Ne-naw-bo zhoo tell Badger take him in hole till wave go over

Badger take him in all right. When he come out, he is glad he don't drown. He throw Polar Bear skin on Mr. Badger. (After that Badger always have white stripe all round.)

"Bimeby water all over the earth. Ne naw bo-zhoo he's got no land to be king. He build big boat, take in all animals birds, everything he's got. Long time he float round on big water. Bimeby he call Beaver, He say, You best diver in world. You go down get some dirt, I have to build another world. Beaver he bite on that mee words. He dive down. Bimeby he come up all puff. He's dead. Few days more. Ne naw bo zhoo call Muskrat to go down get dirt. Muskrat go down long time. Bimeby he come up dead, but Ne naw bo zhoo see she's got one little paw close tight. He open little paw,—he find some dirt hold tight in little paw! That's way he make another world. Land God, and Sea God, don't fight much now, any more."

THE MOUNTAIN CHAPEL

BY EUGENIE ROBIN

On the first of September, 1885 as shown by the Mission records, the Rev. Father Joseph Hebert, of the Society of Jesus, then Superior of the Indian Mission across the River at Fort William, chose the site on Mount Mackay, for the erection of a sanctuary, dedicated to the Sacred Heart, which was to serve as a place of annual pilgrimage. In the same records we also find that there were pilgrimages to that site on the 9th of September, 1885, the 2nd of July, 1886, and the 24th of July, 1888. It was not until the 10th of September, 1888, however, that the erection of the chapel was commenced. The chapel was built by the Indians of the Mission under the supervision of the Rev. Father Hebert, Mount Mackay stone being used in its construction.

The site selected on Mount Mackay by Father Hebert was a truly enchanting spot situated on a plateau, in the solitude of the mountain side, where a solemn stillness pervades. Here the people of the Mission and others made their annual pilgrimage and held service in the chapel. This pilgrimage was one of the most delightful imaginable. I have one in mind at which I was present, one beautiful June day in 1902, Friday the 13th being chosen.

Leaving the Mission at 6.30 a.m. accompanied by Sisters St. Philip, Magdalen, and Catherine of St. Stanislaus, Fort William and Sisters Ignatius, Ambrosia, Matilda, Dionysia of the Mission, Father La Marche, and Brothers Lemure and Langevin also of the Mission and Brother Rousseau of St. Patricks, some Indians and a few whites from this side of the River, we began to march to the foot of the mountain ascending by a winding path with shrubbery on either side through which shone the bright light of the morning sunshine until we reached the plateau where the chapel stood under the shadow of the summit rock. There service was held by Father La Marche, which lasted nearly an hour. After mass came the hours of recreation, with laughter and mirthful chat. Lunches were spread, and sitting in the sheltered spot on that beautiful mountain land overlooking the surrounding country lunch was enjoyed to the fullest extent as only those who have taken this trip can imagine.

After the luncheon hour a few of the party attempted to climb to the summit. The ascent was sharp and tedious but once there, a glorious view was obtained. The lookout was grand. Yonder in the sunlight reposes Thunder Bay,

along through the country runs the Kaministiquia River, in a serpentine course. A panorama of the town and surrounding district spread before us. The air was pure and clear. From the summit the splendid voices of the Brothers with a few of the Indians said hymns to which those from the chapel below responded. The sounds of their voices echoed through the silence of the woods. The celestial home seemed nearer than elsewhere in this quiet peaceful solitude. Much as we admire scenery arranged by the hands of man, for beauty and soul inspiring scenery, it seems naught to be compared to that wild rugged scenery where nature reigns supreme, where no puny band of man has dared to invade its sacred precincts.

We descended again to the chapel to join our companions and there was amusement awaiting us which was strange to some of us who had not attended before, and which I will try to describe.

The Indians had a peculiar habit of giving Indian names to the whites who attended any of their gatherings in the woods or mountains for the first time, and the few whites, whose attendance was the first, were each to be given a name. I, in company with another and an Indian woman guiding us by the hand, marched around to the tune of an Indian war song, while we were given our names in Indian. Father La Marche having a knowledge of the Indian tongue translated the meaning of the name into English. Nassaupigog, Light of Day, was the picturesque name given me. I cannot recall the other names but they were all equally interesting. This ceremony was amusing in the extreme. Nevertheless, amusing as it was, one of the Sisters, a gentle nun then at St. Stanislaus school could not be induced to go through this performance, those peculiar Indian customs hold no charm for her.

I must not dwell longer on the enjoyment of this journey, it must be taken to be appreciated, and it was with reluctance that the word was passed down,—"All ready for home!" Gazing on the landscape from the mountain brow we took a parting glance at the sylvan beauty of the scene below, and retraced our steps homeward, fatigued but having enjoyed the journey immensely, with a longing desire to return again to this enchanting spot in nature's solitude.

Alas, many changes have taken place since the beginning of our story. The chapel is now only a memory, for with the removal of the Mission to make way for the progress of our growing city, the mountain chapel was abandoned and only the ruins now remain. Thus one by one Fort William's historic landmarks are disappearing.

REMINISCENCES OF A VAGABOND

BY FRED M. DELA FOSSE

1883 and 1884

I am not really a vagabond, although for the space of a year and a half I deliberately cut loose from the hum-drum existence of a life in the backwoods in order to see something of the world outside. Perhaps it will amaze my readers to learn that fifty years ago the wilds of Canada were filled with newcomers from England who had arrived in Canada filled with the high purpose of carving out homes for themselves, and who brought with them not only considerable sums of money but an education and trained intelligence somewhat higher than is generally credited to the ordinary backwoodsman. They were mostly men from the great English public schools, trained for nothing in particular, but whose early hopes for the army or navy had been dashed to the ground by their inability to pass their examinations. Nine-tenths of them were remittance men and right well they lived up to the traditions in which they had been reared by spending all their money in order to give themselves airs in the new community. I am not ashamed to say that I was a remittance man and that I spent all my money, because it was one of the best things that ever happened to me as it forced me to rely on my own resources at an age when I was forceful enough to strike out and do something. It would take too long and has nothing to do with the particular phase of my travels and adventures which I am here recalling to give an extended account of the manner in which I reached Port Arthur. It will be sufficient to say that after spending four years and a half in the wilds of Parry Sound during three of which I had paid a gentleman (an Englishman) £100 per annum to instruct me in the mysteries of chopping, logging, and a few other useful but unlucrative pastimes. I sickened of the monotony and mosquitoes and determined to pass a short time in travelling through the North-West Territories. I had spent nearly all my money so I determined to hire out with a surveying party to survey townships in the Province of Alberta. After a summer's work we found ourselves back in Winnipeg, stranded for want of money, owing to our surveyor having departed for parts unknown and taken his money bags with him. It was then the month of November, the weather was decidedly cold and as I had no cash to buy warmer garments I was compelled to parade the streets of Winnipeg day after day, seeking work, in clothing that was

decidedly the worse for wear and ill-adapted to withstand the biting breezes of that region. I had a friend, named Hall, who hailed from Sutton, on the shores of Lake Simcoe, and who was in the same predicament as I was, being out of work and penniless, and I remember how we used to trudge the streets day after day, and slide into bar rooms in order to get warm at the stove when we found the temperature outside too frigid for comfort. I like to recall those days because I have always treasured the memory of kindnesses I received from men whom I casually met in my wanderings through the city. One of these was a young fellow called Frank Lean, an Englishman, like myself. We discovered a bond of unity in the fact that I had been at school with a connection of his, named Church, a son of Florence Marryat by her first marriage. She afterwards married Colonel Lean, father of my friend. Many were the tales that Lean told me about the novelist. Through all the intervening years I have treasured Lean in my memory as one of the truest-hearted and kindest friends I have met. After I left Winnipeg I lost sight of him and have never heard of him since. But I met many others, some of them scions of the nobility, others ordinary individuals like myself, but all gripped by the same demon of unthrift, those who had money drinking themselves to death and those who had none preying on those who had. There were a choice few who held aloof, but they were in the minority. I am thankful to say that I never had an overweening love for liquor so I survived the ordeal, not through excess of virtue but simply as Dr. Johnson would have said through stark insensibility. After a winter of discontent during which Hall had been lucky enough to land a job of carrying clothes round for a laundry and I had obtained more strenuous employment by taking a job of buckssawing wood in the back yard of a German Jew named Shantz from Berlin (Kitchener) we met together to discuss ways and means. Our conference led us to apply at the C.P.R. offices for work down the line on our way homewards. We were given employment, with free passes to get to our destination at the Plot, now Fort William. On counting up our worldly wealth we found it to consist of 75 cents, all of which belonged to Hall as I had been bucking cordwood for my board and lodging and had nothing. We agreed that we could make the 75 cents do till we got to Fort William and that by purchasing that worth of gingerbread and washing down our meal with water we would feel the equal of the wealthiest in the land. Gathering our worldly possessions together and bidding an affectionate adieu to my generous hearted employer who was kind enough to tell me that he was sorry to part with me and

would take me back at any time, I shook the dust of Winnipeg from my feet, determined that the next time I landed there it should be in very different circumstances. We managed to keep body and soul together with the gingerbread and when we got to our destination at "The Plot," as Fort William was then called we were told off to shovel coal on the C P R trucks, and advised to board at the Neebing House, a big white-painted wooden structure, standing close to the banks of the Kaministiquia River That was really my first introduction to the truly seamy side of life The beds were beyond measure filthy and the company was worse Amongst an agglomeration of Swedes Russians, Negroes Dagos and out-at-elbows Englishmen, Hall and I soon found our lot was not a happy one After two days heavy shovelling on the trucks my right hand developed a felon and I had to rely on Hall to lend me money enough to keep going till I was well again He obtained work for the two of us in cordwood camp run by Graham and Horn steamboat agents and wood merchants and after a few days helping in the kitchen I went into the woods and started chopping wood I was an adept at chopping as I had already had three years or more experience of it in Parry Sound so it was not hard for me to earn enough to pay Hall back what I owed him and pay my board bill besides

We put in a strenuous time in that camp as the choppers were an unruly outfit and would fight at the drop of the hat I had an early experience of this when I got into trouble with a man who had stolen my socks They were the only pair I possessed and I had deposited them under the stove to dry when I came in from work at night When I looked for them I found them covering the pedal extremities of a giant named Jim McGrath Not to enter too closely into details I got back my socks, but only because Mr McGrath was so astonished at my hardihood in boarding him that after throwing me over his head on to the red-hot stove (he was the champion wrestler of the neighbourhood) he put me on my feet and handed me over the socks "Young man" he remarked, "You've took me when I'm feelin' good-natured, if you'd took me when I was feelin' real ugly I'd have knocked the daylights out of you—Here's yer socks" As I was only anxious to regain my belongings I was quite pleased when he returned them He always took my side afterwards and helped me out of many a tight place with the other ruffians in the camp

We managed to put in the winter fairly comfortably and then, thinking we would better our condition, hired further up the river to chop wood for Sheriff Carpenter As my

memories of Sheriff Carpenter and of his son are not particularly pleasant ones I shall only say enough to remark that both Hall and I were very pleased when we bade that gentleman and his enterprising son farewell We were both compelled to carry our trunks down the line towards Port Arthur and seek another boarding-house as the Sheriff genial gentleman had told us that we needn't hope to pass the night in his establishment seeing that we had thought fit to give warning and we were therefore no longer in his employ

I can see ourselves now, each carrying a trunk on his back, wending our way down the road to Port Arthur looking anxiously for any sign of a boarding house to rest our tired bones Ten o'clock at night is scarcely a propitious time for seeking an abode and we found ourselves compelled to pass the night sitting on our trunks by the side of the road sleeping as well as we could in that uncomfortable position Hall was getting pretty well fed up with this vagabonding and yearned for home and a bath He said to me, "Look here DelaFosse aren't we two blazing idiots to be voluntarily cutting ourselves adrift from civilization in order to see how the other half lives? As soon as I get to Port Arthur I'm going to write for money to go home" I was more than half inclined to agree with him but the lust for adventure was strong within me and I told him that though I would be sorry to part company with him I intended to put in one year at any rate before I returned to the backwoods

We trudged into Port Arthur next morning and with what little money we possessed we purchased bucksaws and saw horses and started soliciting jobs in the back yards of the wealthier residents By night-fall we had managed to strike employment and also to gain an entrance into a passably clean boarding house not one of the sort that charged ten dollars a week but clean and cheap nevertheless

We used to sally out every morning with our saw horses on our shoulders and at the end of a few weeks were fairly conversant with the back premises of the houses of the Port Arthur gentry But this was Hall's expiring effort He wrote as he had threatened to do and on receiving money from home took the first steamer back to his people We parted from each other with regret He had been a good friend to me and possibly I had been a fairly good friend to him but it was hard work saying good-bye to him. Henceforth I was thrown entirely on my own resources and in order to make assurance doubly sure that I should have to work in order to live I deliberately sent home a Letter of Credit for £25 which a compassionate uncle had remitted to me from England

I sometimes felt sorry that I had succumbed to such a fit of exuberant self reliance However as events turned out, such a token of independence did me good with the powers at home My first act after bidding good bye to Hall was to hunt around for something more elevating and remunerative than sawing wood I had always had a penchant for writing and immediately on my arrival in Port Arthur got busy and indited one or two poems for the periodical of that day, the Port Arthur Sentinel They were accepted, with many thanks and no cash but through their agency I became acquainted with Mr Stilwell, an Englishman, who was then owner or editor of the paper I shall never forget my first meeting with that gentleman He had been pointed out to me as editor of the paper so I made bold, one day, when I had my sawhorse on my shoulder to accost him and ask him if he could oblige me with some literary work After talking a few minutes he was kind enough to say, "I see that you are an Englishman like myself and of course I am always anxious to help a fellow countryman, in this case more particularly so as I see that you are a man who has not been brought up to saw wood Come round to my office at 5 p.m and I shall have a literary job for you" I thanked him heartily, and he said with a magnificent gesture, "Don't mention it my dear fellow pray don t mention it—it will be one of the happiest days of my life if by any means in my power I have been able to help a man in distress"

I was in no distress but I did not think it necessary to enlarge on that point and hastened to bedeck myself in all the finery I possessed in order to present myself in a becoming manner at the office of the paper Having nothing much beyond a clean collar and a dirty shirt and trousers, I went the round of my friends and managed by dint of great effort to collect together a complete outfit. It was a variegated assortment A pair of trousers from a man called Gavey, who was 6 feet 5 and abnormally thin a shirt from a man who took a 16 collar, and a red tie brand new from a freckle faced youth lately arrived from Ireland When I look back at that time I see elements of humour in it but I was in a very serious mood and most strongly imbued with a sense of my importance when I arrived at the office arrayed in my borrowed plumage

I waited patiently and after about fifteen minutes Stilwell came into the room and saw me sitting in his editorial chair "What the?——" he exclaimed, but recognizing the occupant of his sanctum, he added, "Oh, yes, DelaFosse, you've come for that job haven't you?" I purred in a pleased manner that I had "Well," he said, "I am afraid that you

won't find much in it at first but you know, one has always to begin at the beginning and climb upwards to the stars That's the way I had to do and look at me now" and he puffed his portly frame till it resembled a barrel. "Now" he continued, "what I want you to do is to carry these papers round town The pay won't be much as we are not able to pay as much as we would like but there is always a chance for a raise for a good man" I was aghast—all my dreams of blossoming out as an editor and influencing the world faded out into the ewigkeit and it was with a very crestfallen look and humble voice that I asked him how much there was in the job "Well" he remarked, "seeing that you are not like some of the useless young devils I've had round me lately, I'll make it worth your while and say $8 a month without board My first impulse was to tell Mr Stilwell that his overwhelming generosity was too much for me and that I could not possibly bring myself to accept such a munificent offer, but on second thought, seized with the spirit of adventure and seeing that I knew nobody I said, "Well I'll try it for a week anyhow—give us the papers"

I only lasted one night In the course of my round I had to enter a grocery store and had laid the paper on the counter and was just turning to go out when the clerk espied me and called out "Say young feller is that the Sentinel?" I blandly replied that it was "I've a blamed good mind to kick you" the youth shouted, "that paper hasn't been delivered for six weeks past." "Oh indeed!" I replied "Get out of here" he cried "and don't you sauce me" "I'm not going to get out of here" I answered, "until I have found out whether you can kick me out" There were no more papers delivered that night. In less time than it takes to write we were having a rough and tumble fight on the floor and the evening's edition was scattered about in every portion of it First one then the other would be on top and we rolled about and mauled each other in the most approved style of ruffianism Finally we rolled right out of the store into the street and fought in the gutter In about five seconds a howling mob had collected and I was told afterwards that amongst them was the Chief of Police, an Irishman of the name of Burke, who was enjoying the spectacle as much as anybody It was only when an old lady came along and tapped him on the shoulder and told him that he ought to be ashamed of himself, allowing such goings on that he took a hand in the game and with the aid of one or two bystanders dragged us apart He was a fine chap, was Burke all he said when we were separated was "Get away as quick as you can" We took him at his word—The clerk vanished into the store and I sneaked up a

bye street to my humble lodging. We were a terrible sight, both of us, covered with mud and gore and our clothing ruined. I am happy to say that when brighter days dawned for me I was able to make the acquaintance of that clerk and found him not such a bad fellow after all. Next morning I went to Stilwell and told him that I resigned the job. I said that I was not yet fully qualified to fight in the prize ring and that when I did I would do it under different auspices. What he needed was a John L. Sullivan on the staff. I sent him a piece of verse afterwards which he did not publish, to emphasize my ideas on the subject.

I returned to my sawing, finding it infinitely more lucrative and free from strife. I had an uneasy time of it with my friends when I had to inform them of the damage to their clothing. They were inclined to be nasty about it and said unkind things and wondered when I would be able to make good the injury. However, I was able to pay them back in a short time as another tetter of credit happened along and I was able to indemnify them. After some months of buck sawing I had the good fortune to meet a Mr. Furlong, a Land Surveyor, who was interested in surveying mining locations and having made known to him my desire to obtain a change of employment he very kindly offered me a place with him on his surveying staff. This proved to be the end of my financial worries for he paid me $3 a day, one dollar more than any of the rest were getting owing to the fact that I was an expert chopper, which was what he was in need of.

But my adventures in Port Arthur were by no means over. I had made friends with a Mr. Romaine Winans, a gentleman of roving proclivities with a wide knowledge of liquors, who, like myself, was on his beam ends and taking whatever job came into view. We lived together in a little lodging house where we hired a bed room and took our meals wherever it pleased us. Winans sometimes came with us on short surveys if he was fortunate enough to be in a healthy condition when we started on our treks, but as he so often celebrated the good luck of landing a job by getting drunk the night before we often had to go off without him.

We often left poor Winans at home. We were away about two weeks engaged on a survey in the vicinity of the Rabbit Mountain Silver Mine, which was owned by a half-breed of the name of Oliver Daunais, under whose auspices the party was engaged in making further locations. Daunais was with us and so was his father-in-law, an Indian chief, a fine old man of the name of Cheestaw, a Chippewa. We had a fairly strenuous time on that survey, and I shall never forget having to carry a man on my back 7½ miles through the woods to

the nearest camp He had severed an artery with an axe and if it had not been for my knowing enough to make a tourniquet by means of my handkerchief and a stick he would have bled to death in the woods He weighed 180 pounds and as there was no road and I had to make my way over hill and dale, through swamps and across rock-strewn rivulets, and sometimes even over gorges where a single tree felled across proved to be the only bridge it may be gathered that it was a real task It took me all day, but I accomplished it and had him landed safely in the Port Arthur hospital which was situated at the foot of the Ridge and was under the care of the Roman Catholic Sisterhood

My memories are very keen of that particular survey because on my return I took my washing to a Chinaman to get washed He handed me a piece of paper with some hieroglyphics on it and I went home happy At the end of the week I went for my clothing and was handed back a handkerchief and a collar which did not belong to me As the Chinaman could not talk a word of English and I was equally ignorant of Chinese our palaver came to nothing and I invoked the aid of my friend the Chief of Police in the discussion Nothing came of that either and the Chief told me that I had better be content and not sue him as nobody could understand the man anyway On my remarking that I didn't see why a Chinaman should be allowed to go scot free after virtually robbing a man he said pleasantly that the best thing I could do was to take it out of his hide and he guessed the magistrate would treat the thing leniently Common assault was so common in those days owing to the squabbles amongst the navvies that a mere misunderstanding in which a Chinaman might get his head broken was looked upon as a joke, a good thing for the Chinaman in showing him that he was in a free country He could steal your clothes and get off with them and you could, on the other hand, retaliate by breaking his head and get off with that I went home in a very dejected frame of mind and poured out my woes into Winans' sympathetic ear "Leave it to me, old man" he observed, "I'm not going to see you stuck—just watch your uncle" He went out and I settled down in a chair to cogitate over the matter In about half an hour an emissary from the Police Court presented himself at the door and handed me a note It proved to be from Winans telling me that he had been landed in jail for turning the Chinaman's laundry upside down and turning the Chinaman himself into the road He asked me to come and provide bail for him so that he might be able to get home and have his tea in peace I went to the Police Court, and didn t have much trouble in arrang-

ing with my friend the Chief to let Winans ont of tha cells He appeared next morning before the magistrate and was let off with a small fine In speaking to me about his experience at the laundry, he said that he had got so tired of trying to make the Chinaman understand what he wanted that he simply took him by the scruff of the neck and threw him ont of doors and then proceeded to gather up such articles of attire as he thought I might require in order to make good my loss As these would have been the property of various unknown individuals it seemed hardly the proper method of procedure However, the matter blew over but I never got my clothes again.

A very interesting man whom I met on my varied excursions into the woods was a Captain Walpole Roland, a retired English army officer He was a friend of Furlong's and used to be of some service to him in an engineering capacity. At that time Captain Roland was a man of about fifty five years of age, slight and sinewy and with a decided taste for strong drink He had had many hairbreadth escapes in the wilds among others, he had been the sole survivor of a landslide in the vicinity of James Bay He had also had a narrow escape from death in attempting to cross from Red Rock to the mainland, a feat which he accomplished success fully, hnt his dog was drowned To-day after so many years interval I learn that Captain Roland is still alive and hale and hearty after passing his hundredth birthday.

Another good friend of mine was George McVicar, whose death I noticed in the papers a few years ago He was an old timer at Port Arthur and I think was a near connection of the Moberly family or of the McKellars Then there were Russell, the land surveyor, and Frank and Tom Keefer, lawyers, and Wink also a lawyer, Munro, another lawyer, and Neil McDougall a well known resident of the town I remember being invited to a dance at his mother's house and going in a pair of trousers and a dress coat borrowed from my six foot five friend Gavey It was an awful ordeal as when I entered the room to make my bow to Mrs. McDougall, the strain proved too much for my attire and I had to spend the rest of the evening with my back studiously kept to the wall, for fear of exhibiting the damage done to my un mentionables As a wall flower I proved a success for I talked to two or three ladies who seemed astonishingly lacking in partners, and apparently glad to have someone to talk to It was a great night

My memories of Neil McDougall and of Munro are most vividly connected with a certain First of July celebration when all sorts of sports were arranged for the proper

observance of the day It has to be remembered that at that time Port Arthur was a very differently constituted place from what it is to-day The town was simply over run with navvies as the C P R was in course of construction The bars were wide open and there was a very considerable sprinkling of desperate characters It can easily be imagined, therefore, that a First of July celebration was altogether likely to be a very lively observance Amongst the sports on the programme was a swimming race from dock to dock and back again, and there were also rowing and canoe races The docks were simply jammed with navvies and other onlookers In those days I was somewhat of a swimmer and the navvies also boasted a man whom they looked upon as a champion Excitement ran high Only my own immediate friends knew my capabilities and they bet generously on the result of the contest. About twenty of us started in the race and only three of us kept on as soon as the swimmers struck the water For sheer leiness commend me to Lake Superior water I never felt anything like it in my life except when I broke through the ice once and was immersed up to the neck The race then lay between a man named Paul Giroux, an athletic individual who had once trained Hanlan and myself The third man was a negligible quantity, whose name and personality have escaped my memory It was a fast race We had to go fast in order to keep the circulation going To make a long story short, I won by a handsome margin but for the balance of the day I was kept well in the background. We were informed that a bunch of roughnecks who had bet on the wrong man were determined to get hold of me, so my friends hid me away till the excitement had died down I was pitted against Neil McDougall and Munro with Paul Giroux, I think for my partner, in a canoe race, but they were too good for us and beat us handily Perhaps if either of the gentlemen named sees this item the event in question will be brought again to their memory

Amongst my other recollections of Port Arthur is a very vivid one of a man called Barrett with whom I used to room in a little dwelling onWater Street He was a terrible drinker and there were all sorts of pledges pinned up on the wall in our room which poor Barrett had taken at various times and had systematically broken He was in the throes of another effort to ban drink when I met him and I can remember so well when I first entered his room being struck with the apparent firmness of will he evinced in regard to toping I asked him to have a drink from a bottle in my possession but he cried in a theatrical manner, "Avaunt, I never take the cursed stuff" Then he pointed to the pledges on the wall

"Don't tempt me, my dear friend," he said, "don't tempt me" I put the bottle away and after a few minutes Barrett called to me "I'm feeling very weak and tired, to-day Do you know, a little drop of that cordial of yours would do me no harm" "Remember your pledge" I said, and Barrett subsided We went to bed and in the middle of the night I was awakened by the sound of something gurgling from a bottle I sat up lit the lamp and discovered Barrett gulping down a generous draught of whiskey from a bottle he had secreted under his pillow Of course, the end of that poor chap was disastrous I think I am right in saying that he came to his end by jumping off the taffrail of the Butcher's Maid, a vessel owned by a man named Smith, who was engaged in providing meat supplies for the navvies on the different contracts down the line

A man named Healey used to keep the Shamiah House, a hotel situated a short distance above Water Street, on a street leading to the Ridge, where a number of us young English good-for-nothings used to assemble at night to sing songs and engage in other festive doings Healey died and his widow started a boarding house A friend of mine, named Massey, and myself, took rooms there and stayed for a considerable time One of the most embarrassing experiences I ever had occurred in that boarding house Surveys of mining locations used to take me away from Port Arthur for two or three weeks at a time and I was in the habit of coming back to the boading house at all hours of the day or night Massay had occupied his room for months and as we were very close friends we used to make free of each other's belongings and walk in to greet each other in a thoroughly unceremonious manner On one occasion, when I had been absent about three weeks I reached Port Arthur about three o'clock in the morning and, as was my custom went straight to Massey's room I tiptoed in and wishing to give him a good scare I reached out and caught what I thought was Massey's hair and gave it a hearty pull "Wake up" I said But to my horror, an ear piercing yell from a woman rang out on the night air They had changed Massey's sleeping apartment during my absence and on this particular night a married couple was in possession of it The whole house was roused and I had an awkward time explaining my mistake Luckily the aggrieved couple were also friends of mine and everything was forgiven But I very much doubt if the lady in question will ever forget the fright she received on that night.

I could ramble on at pretty considerable length and tell a number of exciting experiences, humorous and otherwise,

but it is almost with a feeling of sadness that the mind reverts to those days One of the saddest of all experiences was when the Northern Hotel was burnt to the ground I shall always remember that One poor fellow, whom I had known, (I forget his name), a traveller for the firm of Carscaden and Peck of Winnipeg had escaped and was out in the street watching the progress of the fire, when he remembered that he had left some money belonging to his employers in his room He rushed back but was caught by the falling in of the roof and burnt to death It was a terrible ending

Another memory that looms up is of an attempt made one night by a half-starved young man to sandbag me If he had been successful he would have been able to secure the princely sum of one dollar which I had earned that day by buck-sawing, but he was unsuccessful and I managed to keep my dollar He told me when I let him go that he had been without food for four days and was driven to desperation I met him next morning at the corner of the street by Tom Marks' store and he was so shamefaced that he couldn't look me in the face When one comes to think of it he had done nothing to be particularly proud of

One funny thing that happened was when one fine day in summer a large party of young men and women started out for the Welcome Islands on a picnic Whilst they were enjoying themselves a storm came up and the whole party were marooned for the night on one of the islands and had to shelter themselves as best they could Possibly some of the older residents may remember that episode There were many nervous parents in Port Arthur that night, anxious for the safety of their sons and daughters

Our surveying trips took us into strange places One of our engagements was to survey the stone at Thunder Cape as a gentleman from London, owner of one of the papers there, had come to the conclusion that it was good for paving stones The Bay was covered with ice and the party started off to trek across to the Cape I forget exactly how many miles it is distant from Port Arthur, but I know that it took us the best part of the day getting across as we had to make wide detours owing to huge cracks in the ice It was glare ice at that and mighty hard to keep one's feet on It was very cold weather and as we had no tents, the entire party made the best of things and built a roaring fire curled up in their Hudson Bay blankets and went to sleep under the starry sky During the night a red-hot cinder landed on my blanket and burnt a hole as big as a washbowl in it

Our peregrinations sometimes took us far afield In one of our trips we paddled and portaged for miles up the Nipigon River—a wonderful river filled with speckled trout We were within ten or twelve miles of Nipigon Lake I can well remember that our party was caught by Mr Renison, the resident Church of England clergyman at the mission of Nipigon near Red Rock, and treated to a sermon of more than an hour's duration It was raining but that mattered nothing to the zealous clergyman He stood it and made us all stand it too It was on that trip that I cut my knee and had to be paddled and helped over the portages home I was in the Port Arthur Hospital for five weeks recovering from the wound.

A very interesting character whom I met at Port Arthur was an Englishman who went by the name of Dynamite Sutton He was a gentleman, working for his living, like ourselves but his specialty was one that none of us would have cared to engage in He was engaged to cart dynamite to the various contracts along the line It didn't matter to Sutton how rough the road was The way in which he would jog up and down the declivities was a caution I never heard of his being blown up in an explosion Fortune in this case certainly favoured the brave Another friend of mine was not so fortunate He invited me to spend the evening with him in his shack in the hills beyond Silver Current I was unable to go and it was just as well Some nitro-glycerine which he was thawing out at the stove exploded and sent him and his shack into widely scattered portions of the adjoining townships

The last survey in which I was engaged was in the vicinity of Jackfish Bay We were to survey some copper and zinc locations there and part of our work consisted in having to carry out 160 pounds of quartz apiece on our backs to the lake shore for transhipment to Port Arthur for the purpose of having it assayed I have carried rough weights in my time but that particular load was the worst I ever carried Three miles through the Lake Superior woods, over boulders down precipices and across deep ravines without once laying down the burden taxed one's strength to the utmost At the end of it we were so exhausted that to a man each bought a bottle of Northrop and Lyman's Vegetable Dyspeptic Cure at the local railway store and finished it to the last drop Perhaps it is needless to add that it nearly finished us But the alcohol in it was what we needed and what we simply had to have

I would like to add something about the size of Port Arthur and Fort William at that time, but they were neither of them of great account, either in size or importance We chopped in the woods where some of the present large elevators in Fort William are situated and the biggest building

in the place was the old Nesbing Hotel, a white, wooden structure, I suppose long since pulled down There were very few houses in the place and what there were were unimposing Graham & Horne were the chief magnates of the place and Sheriff Carpenter, I suppose, cut a figure of some sort in the social scale I was not in the fashionable set at that time

Port Arthur was far larger than Fort William

There are many names that occur to me as those of people whom I met during my short and hectic sojourn on the north shore of Lake Superior Amongst others that of Major Walsh, at one time a noted member of the Northwest Mounted Police Rankin, a brother of McKee Rankin, at one time a somewhat famous actor, Olivor Daunais, a French half-breed, who discovered the Rabbit Mountain Silver Mine; Kreissmann, a splendid pianist, Colonel Ray, a banker, Chisholm, a hotel keeper, Edwards and Webster accountants I remember Webster well, a fine good hearted chap, with a strong propensity for borrowing and a weak propensity for paying Now and again others crop up but as the years go by the memory becomes defective and it is only those of whom for some special reason the remembrance still lingers that spring out into the limelight

The day came when I found I had my fill of adventure and hardship. It had proved a very useful experience I had gone out to see the world in the rough and found it rougher even than I had expected but it had cured me of one accursed vice of the Englishman I had started in with an overweening pride of my nationality and in the belief that an Englishman was the superior of any other creature on earth I had discovered that within decent bounds such a pride was right and fitting but that it didn't make the Englishman per se, any better than anyone else and that even in the outer ranges of civilization, there was being reared a race of men who could hold their own in the company of Englishmen or anyone else

I returned home a chastened individual

JOHN McINTYRE

BY MISS ANNIE E McINTYRE

John McIntyre was born August 8th, 1817, at Glenorchy, Scotland. He came to Canada in 1841, and joined Sir George Simpson and party in Montreal. They travelled from Lachine to Fort Garry in bark canoes, manned by French Canadians and Iroquois voyageurs. Thence across the plains and over the Rockies on horse back to Astoria, at the mouth of the Columbia River. They visited San Francisco, Santa Barbara and the Sandwich Islands. From there they went north calling at different places and reached Sitka, Alaska, on the steamer Beaver, the first steam-boat to sail the Pacific Ocean. Crossing Behring Straits into Russia, they journeyed on horse back across Siberia to Moscow, where they remained some time, returning after twenty months of travel. Many were the interesting stories told of this trip I remember his description of Lake Baikal, where he went in for a swim, as being "liquid ice." Returning with Sir George Simpson to Canada, he visited many of the Hudson Bay Company's posts with him.

Fifty years later, he crossed the continent again this time in a luxurious Canadian Pacific Railway Pullman. On this trip he saw the wreck of the Hudson Bay Company's S.S. Beaver at Prospect Point, Vancouver, and was able through the kindness of the C.P.R. officials to secure some teak timbers from which he had a table made, which he valued very highly.

In 1847 he married Miss Jane Stone, and after some time spent at a Gulf Post, was in 1849 sent to take charge of Brunswick House, a post near James Bay, where he remained for six years.

Leaving Brunswick House, with their family of four little girls, three of them being born at this post, they travelled by canoe to Michipicoten, and thence up Lake Superior, camping every night, as of course they had to keep near shore in their frail craft. The Rev. Father Kohler, S.J., begged passage with them from Michipicoten.

Arriving in Fort William August, 1855, Mr. McIntyre remained in charge of the post, and later the District, until he left the service in 1878, when the post was practically closed.

In the early days the event of the year was the arrival of the Packet, a wooden box with sliding cover which was sent from Montreal with mail for the different posts. It was opened by the officer in charge, mail for his post removed,

sealed up again, and sent on by the couriers to the next post. When the box was empty, the out-going mail was forwarded in the same way to Montreal.

For some years the only white people were the Hudson Bay Company's little colony, at the Fort, and the Reverend Fathers Chom and Du Ranquet, at the Mission. The latter was a missionary priest, and spent much of his time travelling. Then came Robert McVicar and his family, and in 1862 Captain Duncan McKellar and his family.

Friendships formed in those early days between these three families lasted through life.

At the Fort an event of great importance was the arrival of the inspecting Chief Factor, or Local Governor of the Company, as for instance Edward Hopkins, Robert Hamilton, Donald A. Smith (Lord Strathcona), Mr. W. J. Christie, etc.

In 1870, during the Riel rebellion, when the troops were being taken over the Dawson route to Fort Garry, Mr. McIntyre was of great assistance to Colonel Wolseley who was having great trouble and delay in getting boats over the rough Dawson road. He recommended their being taken up the Kaministiquia River and over the H. B. Co's canoe route. Colonel Wolseley did not think that this could be done, but after some discussion agreed. The boats, ten at a time with troops and supplies were towed by a small launch from the Station now Port Arthur, to Point de Meuron. Here they were turned over to the Indian guides and thence by portage and the water route to the head of the Lake of the Woods without loss or damage. Colonel Wolseley and his staff, among whom were some men who later became famous as Sir Redvers Buller, General Sir William Butler, Major Bolton, and others made many visits to the Fort and were entertained by Mr. McIntyre and his family.

In 1871 the S.S. Chicora of Collingwood arrived with a large party of members of parliament and press representatives. General Sir Charles Wyndham, a visitor to Canada at the time, was with them. Owing to a sand bar at the mouth of the River, the party were conveyed in small boats to the Fort.

In 1872 Viscount and Lady Milton, with their family physician, arrived. They wanted a quiet place for the summer. The only available house was on Mr. McIntyre's farm at Point de Meuron, where they remained for some months and where their son and heir was born. Another distinguished visitor in this year was the Earl of Dunraven. This was a busy summer. In September one of Mr. McIntyre's daughters was married to Captain John W. Plummer, she being the first white girl to be married in the district. The top floor of one

of the store houses had been fitted up as a church, and here the ceremony was performed by the late Archbishop Machray of Rupert's Land, assisted by Rev Widmar Rolph, Archdeacon Vincent, and Rev Dr Bryce, also being present On the last day of December, 1872 the vanguard of the Canadian Pacific Railroad engineers arrived to run the line westward from Fort William These were Frank Moberly, C E, and E F Gordon, C E

In 1874 the Governor General, Lord Dufferin, with Lady Dufferin and their young son, Lord Clandchoye, and staff paid a visit to Fort William After taking luncheon with Mr McIntyre and his family they were shown over the Fort the old stone store, built by the North West Company being of most interest This building had walls three feet thick, iron shutters and roof covered with bright tin On these shingles many visitors' names were scratched, a few nails being kept handy for this purpose The liquors for which the Hudson Bay Company were famous, were kept on the first floor, the furs on the second until packed for England, and powder on the top floor In some of the buildings were many relics of the old North West Company, flint-lock guns, cutlasses, a barrel of shoe buckles and many other things of interest to visitors

From time to time boats arrived from United States ports carrying many excursionists whose great desire was to see an Indian War Dance With a few gifts, a supply of food, and the necessary paint, this was soon arranged much to their delight

When the Indians brought in their winter catch of furs they camped on the Island, (No 1), across from the Fort where with their innumerable yelping dogs and beating of tom toms, there was little rest for the light sleepers at the Fort

Many delightful and interesting people visited the Fort, among them a number of Americans Some of these returned year after year to spend the summer camping, the wonderful fishing being a great attraction

When Mr McIntyre retired from the Hudson Bay Company, he built a home on the bank of the Kaministiquia River, where the C P R Freight Office now stands, near the Depot In 1880 he was appointed Indian Agent for Treaty Number 3 Indians travelling as far west as Rat Portage when distributing treaty money Later the district was divided differently

He had unbounded faith in the future of Fort William and always declared that the Kam River would be a second Clyde He was instrumental in having the post office returned

to Fort William. It had been removed to West Fort William, to accommodate the village which had sprung up when the C.P.R. made the place the terminal of the railway. The Postmaster General at that time fortunately was a personal friend.

On August 4th, 1857, he was appointed Preventive Officer of H. M. Customs this commission being signed by Sir William Eyre, K.C.B., Administrator of the Government of the Province of Canada. In 1886 he was appointed Justice of the Peace. This commission includes Peter Warren Bell of Michipicoten, so this Judicial District was the whole of Lake Superior.

He spoke English, French and Gaelic, and so was able to make himself understood wherever he happened to be. He was much interested in the mineral wealth of the district, and made a fine collection of samples which were given by his daughter to the City a few years ago, as were also the cannon which adorn the steps of the city hall.

While at Fort William three sons and one daughter were born to Mr. and Mrs. McIntyre.

Mr. McIntyre spent his declining years quietly at his home, where he was always glad to see his many friends. He died July 9th, 1899, at the age of 82 years and two months.

PLACE-NAMES

(From the Toronto Globe, by "A Bystander at the Office Window")

Some one with the time at his disposal and the ability to take infinite pains might do a great work for Canadian posterity by seeking out and compiling the old Indian names by which different sections of Canada were known when the white man first came. We are not only in danger of never being able to discover the literary meaning of many Indian place-names but in some sections self-conscious inhabitants have actually succeeded in having substituted for the Indian names some trite word or words neither musical nor colorful.

Toronto is an exception having changed from York to the Indian word meaning the Great Meeting Place. Fort William, on the other hand, was known in the dim beginnings of its history when it was headquarters for independent fur traders as Wau au eek-ing. The spelling is our own and was formulated from the pronunciation given by an old Indian Chief now dead. He told us that Indians knew the original site of Fort William as Wau au eek-ing- meaning the Big House, the Big House being the headquarters of the fur company.

In like manner the Indian name for the river with the three mouths that empties into Lake Superior at Fort William has had its original Indian name Kaw-maw-naw-taw-quaw changed to Kaministiquia which some writers would tell us was a combination of French and Indian languages and means "The river of many mouths." Old Chief Penassie, of the Mission Reservation- once brought another venerable Indian headman to prove to us that Kaministiquia was really a corruption of the Indian name Kaw-maw-naw taw-quaw, which word did not apply to the river alone but to the whole valley of Fort William- through which the river flows. Its literal meaning in Indian was "The place where there is always plenty of game."

These are but a few isolated instances of the danger of losing the real Indian place-names as time goes on.

NAME OF DOG PORTAGE

One expects to find throughout Canada lakes and rivers with such names as Whitefish Sturgeon Trout Otter and Beaver implying that the waters in question are the habitat of these animals. Almost as numerous as these are the lakes and rivers bearing the name Dog but why they should be so called is not apparent. One outstanding example is one of

the fur traders' routes to the West from Lake Superior which ascended the Kaministiquia river from Fort William Ontario, crossed Dog Portage to Dog Lake and continued up Dog river. Several explanations have been given for this application of the name according to a report of the Geographic Board of Canada.

The first known reference to Dog portage is as "portage du chien" in an account by the Intendant Begon dated 1716 of a journey up the Kaministiquia river to the Lake of the Woods made in 1688 by Jacques de Noyon. The earliest explanation found by the Geographic Board was contained in the diary of a fur trader who, under date of June 16, 1816, states that the name commemorates a tribe of Sioux who came to the region on a war expedition. He adds that the image of a dog is cut in the ground on one side of the portage and at that time was still perfectly visible.

Keating, the United States traveller who crossed the portage in 1823, explains the name as due to the figure of a dog carved upon the hill over which the trail passes and adds that "this figure is nearly obliterated." Keating notes that "it is supposed to have been executed by a party of Sioux who had advanced thus far on a war like excursion."

Sir George Simpson, Governor of the Hudson's Bay Company who travelled west by this route in 1841, agrees that the name was first applied to the portage. He states that according to the traditions of the natives two enormous dogs having taken a nap at the top of the hill on the portage left the impress of their bodies behind them. "and certain it is" he concludes, "that such figures have been marked on the turf".

SIOUX LOOKOUT

The name Sioux Lookout was given the village just across the bay from the high rock hill on Pelican Lake south of the Canadian National Railway.

At the time of building the railway many Indians had come to view the vast changes taking place. The oldest of the tribe, Chief Keesiok (Dayskv), now 108 years old, was asked by an official of the railway the name that he thought should be applied to the new station. There was no village there yet, and the old chief said "Sioux Lookout," in his Ojibway. This was interpreted to the official, and the name was accepted. Later on the railway officials thought it best to change the name to a shorter one, and the name Graham was chosen. The village then growing up, held to the original and historic name.

Chief Keesick when requested to explain how the name Sioux Lookout originated, took his listeners over the old and interesting story of how the Sioux chief of the northwest territories had sent some of his young warriors east to meet the Ojibways who were coming up the prairies looking for the handsome Sioux women to make them merry wives The Sioux flotillas of bark canoes arrived at this very suitable looking camping ground below the High Rock Hill, and it was here that while the Ojibways were coming down the lake, now called Pelican Lake the coming Sioux spied them from the top of the High Rock Hill, where "young lookouts" well armed with bow and arrow had been placed, and invited the Ojibways to battle for supremacy and which of the two tribes should have the women It is said that the battle was fought behind the steep and high Rock Hill which yet can be seen, and where some of the bones of the killed were found many years after The remaining few warriors not killed narrated the story of the battle to their sons, and Chief Keesick is one of them Thereafter the spot was called Sioux Lookout, or in the Ojibway, "Praun ootah sha wanh bah mm".

(Told by J D Mackenzie, District Manager of the Hudson Bay Company)

ORIGIN OF THE NAME SIOUX LOOKOUT

Many years ago, the United States Government endeavoured to make a treaty with the Indians who were to give up their land, and go onto reservations. The Sioux of Dakota and Minnesota refused to do this and General Custer, with a regiment of soldiers marched against them and massacred many of their warriors and their great chiefs The balance of the tribe had to leave the country They were prairie Indians, but they came hundreds of miles through hilly country and dense forests fighting and taking the scalps of any tribe with which they came in contact

The local Indians at that time were a mixture of Ojibway and Cree, but the majority were Ojibway, and they were warned of this tribe of marauders who were on their way to attack them, so they gathered in the deep ravine at the north side of the mountain fully prepared for battle The enemy quietly approached from the south, both by land and water, thinking they were unobserved Stealthily they climbed the mountain to survey the country for signs of the Ojibway Suddenly a flight of arrows from the ravine assailed them, and many were slaughtered The Ojibways, uttering their terrible war cries were upon them Some were hurled down the precipitous side of the mountain, others were thrown in

the lake to drown, and the remainder were taken prisoners. The captives were taken into the tribe and eventually intermarried with them.

The Chief of the tribe of the Lac Seul Reservation is the great grandson of one of these Sioux Indians. The Sioux are a much darker race than the Cree and the Ojibway. The Indians ever since have called the mountain Poinx Chanpiooin, or in our language, "Sioux Lookout," for the unsuspecting Sioux had climbed the mountain to look across the valley for the Ojibway.

(Told by Zella Wright, Sioux Lookout.)

INDIAN LEGEND OF LOCH LOMOND

(A tale of the early 70's told by one who heard it from the lips of the participants From the Times-Journal of 1906, by E Robin)

One night when camping at Loch Lomond, away back in the seventies, I met an Indian who had travelled from Grand Marais on a hunting trip He was short of food, and we gave him a liberal supply, also a little eye water, which had the effect of loosening his tongue, and he told me the following story This story was told him by his grandfather, and must have happened at least two hundred years ago

One day a party of two Indians and three squaws arrived at what is now known as Drummtochty, situated at this end of Loch Lomond There they built their camp which consisted of two wigwams and a storage tent made of brush One of the squaws, a young and beautiful girl had come with the party in search of an Indian brave named Big Wolf, who had told her that he would come back some day and marry her At that time very few people visited Loch Lomond The only ones outside of the Indians were a few white men belonging to the Hudson Bay Company who had occasionally gone hunting or fishing to those inland waters Just at this particular time two white men were camping there Their names were Fraser and Mackay They had the Hudson Bay flag flying from their tent pole and the Indians at once made up to them, well knowing that wherever that flag was they would find friends Nor were they mistaken, as the Hudson Bay people and the Indians always worked amicably together Well, when the Indians had made themselves known and told their story, Fraser and Mackay at once told them they would help them It appears that the young squaw already mentioned had come a long way and was anxious to meet her lover She had found out that he was in the vicinity some where and asked the white men if they had seen him Fraser said that he thought he had seen him some days before at the other end of the Loch, where there was then a large Indian encampment Next morning they all embarked in canoes, and two hours afterwards were at the place designated On inquiry for Big Wolf they found that he was out hunting and were asked to see his squaw "Sun Kissed the Dawn", which was the young maiden's name grew very pale on hearing this but concluded to see it through and sent at once to where Big Wolf's tent was located At the tent she met a woman and one little child. Mackay, who was with

her, asked if Big Wolf was around, and the squaw replied no and that he went out at sunrise and would not be back till dark Mackay then asked if she was Big Wolf's squaw, and she replied that she was "Sun Kissed the Dawn," on hearing this, turned round and went back to the canoe where her friends were and told them Just as she was telling her friends, Big Wolf came along and wanted her to come up to his wigwam, but the girl could not see it that way and entreated her friends to move away, but they would not go. She then applied to the white men who immediately put their canoe into the water with the intention of taking the girl back to Fort William. Big Wolf, seeing this, got two other Indians and followed the white men, keeping out of sight all the while The Lake happened to be very rough and Fraser and Mackay concluded to stay at what is now known as the Flatt Rocks, near Carp River, through which stream they went in search of fish for supper. While they were gone the Indians came up They had landed in a bay near by and found out the white men had left the girl alone beside the canoe Big Wolf caught the girl by the waist and flung her into the canoe, jumping in himself and bidding the others to follow Just as they pushed the canoe away from the rock, Mackay and Fraser sprang out from the swamp on to the rock, and Mackay unslung his gun, brought it to his shoulder, and put the contents through the canoe causing it to fill up, leaving the Indians in the water As they all could swim and the shore was only a few yards distant, they soon got back to the rocks Fraser jumped up and caught Big Wolf as he emerged from the Lake The two men struggled together but the Scotsman got the upper hand, and throwing the Indian on the ground drew his knife. Meanwhile Mackay held the others up with his gun They did not seem to want to make any trouble, and told the white men that if they were allowed to go they would go back to their encampment Upon hearing this Big Wolf got furious, and Fraser's attention being drawn to the other Indians, Big Wolf sprang to his feet, and grasping his tomahawk made for Fraser, and would have killed him, if Mackay had not promptly shot him down During the fight "Sun Kissed the Dawn" was mostly unconscious but on hearing the shot she got up to her feet, and falling down in front of Mackay, said some words in the Indian language which Mackay could not understand, but he raised the girl to her feet and told her not to fear as Big Wolf was dead and they were going away at once Fraser and Mackay proceeded to draw the now filled canoe from the lake, and fix it as best they could with some gum taken from the pine trees and part of the dead Indian's clothing On reaching the

other end of the Lake they camped for the night Very early next morning 'Sun Kissed the Dawn's" friends came along and the whole party took the trail back to Fort William, where they had to stay all winter

Mackay during the winter made the Indian girl his bride, and next spring, when stores were getting low, he used to take a trip up what is now known as Mackay's Mountain every morning looking for the supplies promised them from the east That is how Mount Mackay came to be known under its present name Mackay soon after his marriage moved with his wife to Sault Ste. Marie where many of their descendants now reside

(Note—Mackay was a free trader, living in Fort William sometime between 1821 and 1857, so the suggestion that this incident happened "two hundred years ago" is, of course, wrong M J L B)

NORTH AMERICAN INDIANS

BY N. M. W. J. McKENZIE

Dear Madam and fellow members of the Thunder Bay Historical Society at their annual meeting in Fort William, Ont.

Having in past years read several papers before your Society, I have much pleasure at the request of the President to try and make one more contribution, this time on Indians of North America—the origin and characteristics of some of the tribes.

Having lived and traded with Indians for the greater part of my life, in the service of the Hudson's Bay Company, I have had exceptional chances for observation and research on this subject throughout the length and breadth of Canada. Any Indians that I have ever met have only tradition to support their many claims of origin and ancestry. Their only real knowledge of their origin is that they are here because they are here; they know not whence they came nor whither they go. So from research and pre-historic records in the mounds and rocks, it has been fairly well established that the Indians of North America are the lineal descendants of the 'mound builders' who lived on this continent long before it was discovered.

Christopher Columbus gave the name Indians to the natives of America because he thought he had reached India from Europe by the Western route. The opinion is now very widely held that the Indians are the descendants of people who migrated from Asia at a very early period.

In the course of many centuries they spread over the American continents and under widely differng conditions developed a great variety of manners and customs, and at the time of the discovery of America by Columbus, were still in the Stone Age, lived in tents and log huts and subsisted mostly by hunting and the chase. In the State of Wisconsin are found the most extensive remains of mounds. These are constructed in the forms of eagles, bears, serpents and other animals, which probably represent various tribal totems. It used to be thought that the mound-builders were an earlier agricultural and highly civilized race which the nomadic Indians exterminated, but it is generally held now that they were not conquered by, but were the ancestors of the historic Indian tribes. Some Indian tribes were found occupying the sites of mounds as late as a century after the discovery of America by Europeans. They had no domesticated animals except the dog.

The land lying both north and south of the Great Lakes and extending to the Atlantic coast was formerly inhabited by numerous tribes described by the general name of Algonquin and lived by hunting and fishing The Indians of the Mississippi plain were hunters, living principally on buffalo meat They housed themselves in skin tents and did not cultivate the soil.

In the Arctic region the Eskimos maintain a precarious existence, depending for food mainly on the seal which they hunt from skin boats when the water is open and at other times from sleds drawn by dogs Their numbers are small in relation to the immense stretch of land over which they range They are thought to be connected racially with the Algonquins

The United States Government dealt with the Indians by treaties up to 1873 and after that by Congressional enactments In Canada the Government each year pays a certain amount of money known as "treaty money" and distributes a certain amount of provisions to every Indian on a reservation, in accordance with treaties made originally with the various tribes. Industrial schools also are provided by the Government and are maintained by religious organizations These schools may be attended without charge by Indian children in order that they may receive a training which will enable them to earn a living outside the reservation and so attain to privileges of citizenship

The number of Indians in North America, about the year 1492, was estimated at 1,115,000 This number steadily decreased until about 1900, but since that date an increase in the Indian population has been recorded so that it 1921 it stood at about 460 000 for the whole continent The Indians in Canada number about 106,000 and their annual income from all sources amounts to about $12 000,000

There are many other interesting things about the various tribes of Indians in Canada There are still a few living on the Mission Reservation at Fort William who can claim to be the lineal descendants of the pre historic Mound builders, and the original owners of the soil But who were the pre-historic Mound builders? No one knows and no one will know until the Sleeping Giant awakes, rises and stands on the top of Mount Mackay and there, with outstretched arms, proclaims in Thunder tones who his aboriginal and pre-historic ancestors were

THE SPIRIT OF THUNDER BAY

BY THE LATE W W VICKERS

Nanna Bijon, in the liquid language of the Ojibways indicates Thunder Cape, the sacred abode of the Great Manitou The inspiration of the great fresh water lake finds expression in the melodious words, "Nanna Bijon"

Nanna Bijou greeted Medard Chouart, afterwards known in history as Des Groseilliers, Pierre Esprit Raddison and their fellow adventurers and fur buyers in the summer of 1662, and if the weary voyageurs ventured to paddle their canoes past the portal at eventide the guardian of the forest, rocks, and waters saluted them with vivid flashes of forked lightning and sonorous reverberating thunder. In days of old before Mount Mackay and Thunder Bay were separated by nature's convulsions, Thunder Bay was landlocked Now Nanna Bijou standing at the entrance welcomes with fierce anger the visitors who approach from the far flung waters of Lake Superior

Nanna Bijou saw the rocks and cliffs on the north shore of the Great Lake riven by the hand of man to enable the first Transcontinental Railway to forge the connecting link between the Atlantic and the Pacific Oceans The spirit of progress was mightier than the god of nature. Nanna Bijou smiles on the great ships which plough the waters of the Lake and regards with favor the great white tiled tubular elevators which store the grain from the western prairies until it is transhipped to the grain carriers and becomes water borne The works of man to Nanna Bijou were good and worthy of preservation.

The religious concept of the Ojibways was a spirit god, who ruled their minds and hearts from the rugged promontory of Thunder Cape, sometimes known as the Sleeping Indian, and at other times the "Great Thunder Eagle" The spirit that hovered over the Indians was good and they prospered and multiplied under its protection Medicine men were the priests as well as doctors and their chants and enchantments were based upon the belief that the Great Manitou was a potent god who could and would be propitiated by gifts and sacrifices The simple faith of the Indians trusting to their belief in a beneficent god was all sufficient and until the missionaries brought the belief in a Christian God, to them they knew no other god Nature in all its rugged beauty remains, but the Great Manitou, or Nanna Bijou, the spirit of the land, and the people have made way for Christian beliefs and ideals.

The missionaries from New and Old France were the first adventurers in the wilderness and they fraternized with the believers in the Great Manitou Then came the explorers whose object was to extend the boundaries of New France, and next the fur buyers, individual and corporate

Colonel Garnet Wolseley blazed the trails and portages between the Great Lakes and Lake Winnipeg, the eastern and northern approaches to the River settlement, and civilization followed the ties and the rails which carried the transcontinental trains Steam transportation usurped the romantic belief in the Great Manitou, and the spirit of Christian ideals was promulgated among the wilderness people The spirit is good under whatever name it may be called and is today guiding and controlling the destinies of all who believe in the paramountcy of good.

The Great Fiery Eagle of Thunder Bay was the symbol of the airplane which has spread its wings and is flying to the domain of Nenabushoo, the god of the earth's treasures and Nanna Bijou sphinx like, guards the portal to the riches of the wilderness untrouhled and serene, amid the hurrying of many mortals towards the hidden sources of mineral wealth

WOMEN WHO WERE AT FORT WILLIAM, 1855-1878

BY MISS ANNIE E McINTYRE

Mrs McIntyre, wife of John McIntyre, Hudson Bay Company factor, came to Fort William in 1855 The six years previous to this, she spent at Brunswick House, a Hudson Bay post near James Bay During that time she did not see a white woman, or hardly any money, sending to her sisters in England for things that could not be obtained in the Hudson Bay Co. store She had the unique experience of crossing Lake Superior in a birch bark canoe, quite an undertaking with four small children She was very fond of her home, and being most hospitable made many friends Three sons and one daughter were born at Fort William She died July 23, 1886

Mrs. Robert McVicar and two daughters were the next white women to arrive Mrs. McVicar was a woman of great mental ability Her gentleness and unfailing kindness endeared her to all who came in contact with her. Miss Christina McVicar succeeded her father as postmaster, which position was retained in their family until the younger sister died in 1899 She had a keen sense of humour, which made her a most welcome and amusing visitor, besides being a staunch friend Miss Victoria McVicar, a woman of charming manner and strong personality, was known throughout Canada for her courageous action in approaching Louis Riel, the rebel leader of 1870, to plead for the lives of his prisoners.

In 1868 some members of Captain Duncan McKellar's family came over from the south shore, and proved a very welcome addition to the small community. Some time later they were joined by the rest of the family. Of the ladies, Miss Kate McKellar, (afterwards Mrs. F C Perry) was perhaps the best known to the public She taught school for some years, and also took an active part in her church and Sunday School and in fact, in all good work She was kind and generous, as all the family were and never tired of well doing Her work as president of the West Algoma Local Council of Women, and different organizations is too well known for me to enlarge on

The youngest and only surviving daughter, Mrs. Deacon, who was of a more retiring disposition is I think, best known to the public as the first Regent of the John McIntyre Chapter of the Imperial Order of the Daughters of the Empire. It was with difficulty that she was persuaded to take this office, which she filled with great satisfaction As a charming hostess she is indeed very well known In the early days she

was in great demand as a pianist and as organist for many years of the First Presbyterian Church The family were all musical, and added much to the social life of the place

I may truthfully and without fear of contradiction say that these three pioneer families were the soul of hospitality and always cared for strangers within the gate

Our first public school teacher was Miss Groom an Irish-woman She also edited our first newspaper, the "Peram bulator' This she did with the help and co operation of Mr Peter McKellar who printed it all by hand

Many noted and distinguished women visited the Fort in those early days, among whom were Lady Dufferin, Viscountess Mrton, Lady Strathcona, Mrs Hopkins wife of the Governor of the Hudson Bay Company, who was an artist, and another artist was Miss Killaly both English, Mrs D Morrison actress, Mrs Molyneaux St John, who was Kate Ranoe actress and singer This lady went from Fort William to Fort Garry by canoe over the Dawson trail in 1870 after the troops had passed up Her husband was war correspondent for the Globe during the rebellion

Mrs J Vickers, daughter of Mrs. Moodie, authoress of "Roughing it in the Bush' etc, will I hope, always be grate fully remembered by the people of Fort William for her most generous gift of Vickers Park

Many Americans came from time to time among them some charming Kentucky families Mrs Moore the English wife of one, with her family remained for a winter She was a great acquisition, being very talented musically

Among other women, I should mention Mrs Bernard Ross who was a frequent visitor at the McVicars Then there was Miss Martin who, with three helpers, opened the first convent in the country at the Roman Catholic Mission She was Lady Superior and taught French Miss White taught the white children and the others looked after the Indian school Miss Martin was in great distress at not having any candle sticks for their chapel On seeing some at our house she begged a pair of silver ones for their altar from my mother

Another who could be mentioned is Miss D Fregeau, who taught the public school after Miss Groom left and before Miss Kate McKellar came

Mr E B Borron's family were of interest as his youngest daughter Claire in after years was one of the public school teachers Mr Borron had at one time been member for Algoma

LAC DES MILLE LACS

BY A BYSTANDER AT THE OFFICE WINDOW

(From the Toronto Globe, Nov 20, 1928)

One of the Northern Ontario lakes, which have held a high fascination for writers and explorers, is that body of water known as Lac des Mille Lacs. Much misinformation has been written about it by writing men who have got off the train at Savanne, taken a canoe ride along the Savanne River, to the upper tip of the Lac and then set out to tell the world about its mysteries. It would take many many weeks in a canoe to thoroughly explore Lac des Mille Lacs, and the possibilities are that the canoeist if he did not have a guide along, would many times lose his bearings and perhaps get hopelessly lost.

The other day we ran across an item in which one writer wondered why the Lac was named Lake of the Thousand Lakes, instead of Lake of the Thousand Islands thus indicating that he had not investigated the mystery at the southern end of the Lac where islands and peninsulas of large size composed of what the northerners call "floating muskeg" are shifted about by high winds and change the whole surface contour of the water. In that end of the Lac, at times one may thread through tiny inlets into what appear to be innumerable smaller lakes and doubtless the Lac derived its name from this feature. These floating islands and peninsulas seem perfectly solid under foot and in the fall of the year are inhabited by game. The last time we visited the Lac we were with a hunting party which secured two moose, both of which were shot on a peninsula composed of floating muskeg. Two of the party who set out in a canoe to explore a chain of small lakes south of the Lac had a difficult time returning to camp because of a change in the shoreline on their return. A fur trader who was with the party informed them that this change came about through the peninsulas and islands composed of floating muskeg shifting with the wind.

It is a strange lake in many other respects brooding at night in a strange silence that to the camper is awe inspiring. On it may be seen the pagan Indian and his family paddling in his birch bark canoe to the trading post at Savanne where he offers his furs in barter for flour and bacon and other household supplies. The Lac being beyond the height of land at Wrath, is Hudson Bay water and along its shores and the shores of its tributaries is a country rich in game.

About midway down the Lac is an old Indian burying ground tucked away in a secluded corner of a heavily wooded

island The last time we were there one of the birch pole platforms remained intact. On it, sewn into swathings of birch bark, were the bodies of an Indian chief and his daughter, we were told

The Indians of the locality being mostly pagan are quite superstitious They strongly believe in the evil spirit known as Windigo, and a brave who sets out hunting and finds what he believes to be signs left behind by this sinister spirit will turn about and go home, because, as he puts it, "the Windigo chase the moose away Medicine woman mad, she made Windigo " While at the Lac we visited a hut inhabited by a medicine woman, where we saw her perform tricks such as making a home made chair follow her around the room like a dog This woman was an adept at sleight of hand and high class trickery, yet she was so illiterate she could not read and could only count to sixteen

At a reserve we noted houses in which several doors had been barricaded with cross pieces nailed over them, and windows that had been similarly treated We were told that the Indians often do this when a death occurs in the family. They fear the spirit of the departed will come back for another member of the family, so to keep the departed one out, they nail up the old door, and build a new entrance

Among the Lac des Mille Lacs Indians it is the belief that if the spirit of a departed member of the family gets into the house and catches the eye of any one in the house that person will die Hunters and rovers alike seek charms from the medicine men and women to bring them luck We were successful in securing one of these charms, which a moose hunter was carrying It was contained in a small bottle securely stopped with wax Later we had a chemist analyse it. The charm turned out to be composed of a combination of burnt cork and tobacco ashes

THE LAKEHEAD CITIES OF THUNDER BAY
(FORT WILLIAM AND PORT ARTHUR)

BY THE LATE W. W. VICKERS

The story of the settlement and commercial development of the wilderness lands on the north shore of Lake Superior interests and enthrals all Canadians who are native Ontarians. For upwards of fifty years the writer has been in intimate contact with the District and the people and an inherited interest has made for keen observation and close personal inspection yearly during the past quarter of a century.

The pilgrimages to the Head of the Lakes in the early seventies were events in my life and they represented adventures in the new and practically unknown lands in North Western Ontario.

The thrills of many discoveries of gold and silver prospects in the District were as exciting as the profitable mines subsequently developed in Cobalt. Inaccessability lent enchantment to the prospect and many gold and silver mining companies incorporated under the provincial laws bear testimony of the faith of the shareholders in the promise of mineral wealth of the District. The lure of the profitable development of the minerals is still existent and the yielding to a very human trait plays its part in opening up new territory for settlement.

To have lived the past fifty years during which the country has been discovered commercially and transportation, steam, gas and electric, has made the uttermost parts accessible: there is a note of joy when the woods, waters and forests promise early prosperity for the children and grandchildren of the pioneer settlers of the period between 1850 and 1880.

This article should illumine and make enthusiastic the minds of fellow Canadians regarding nature's benefactions to a not undeserving people and teach them how to capitalize for the benefit of the world, the supreme industrial power, Hydro-Electric.

When one overlooks the Bay of Naples from Bertolini's Palace one sees Capri and Sorrento in the distance. The Bay is fabled in song and poetry, classical and modern. It is the culture of the Latins which lends colour to the view. The North American Continent lacks antiquity when celebrating its joy in possessing beauty spots. The beauty of the Golden Gate to the Pacific has attracted the admiration of sweet singers, but their songs are modern.

New poets and new singers will acclaim the beauty of Thunder Bay at the Head of Lake Superior. Mariday Park in Port Arthur is in location not unlike the heights in Naples and the outlook over the Bay is even more enchanting. The rugged promontory of Thunder Cape and the Welcome Islands supply the places of Sorrento and Capri. The distances are much the same but in Thunder Bay the water is fresh and is also deeply blue.

In the year 1872 the writer first visited the settlement of Prince Arthur's Landing and Fort William. The conspicuous physical features of the former were a huge rock at the water's edge of Thunder Bay and a few whitewashed buildings. There was no dock. The steamer "Chicora," known in the war between the North and the South as Blockade Runner "Letter B" was unable to enter the River Kaministiquia owing to a sandbar which had formed at the main mouth. The Hudson's Bay Factor at Fort William, John McIntyre, came out in a sail boat with his Indians and a landing was made at the Fort. Both banks of the river were thickly wooded and a few settlers had very small clearings. The Indian Mission two miles up the river was a busy place and under the wise guidance and control of Chief Missoubi enjoyed a normal life.

The beautiful valley of the Kaministiquia with Mount McKay in the foreground was arcadian in its peacefulness and simplicity. The era of romance has disappeared with the birch bark canoe and the advance of civilization has created new problems which in many phases eliminate the sweetness and kindness of intimate living conditions associated with the isolation and loneliness of the wilderness. The whistle of the locomotive of a transcontinental train now supplants the Indian canoeman's melodious chant while paddling along the river waterways.

Upon the occasion of my first visit to Fort William the atmosphere was distinctly Scotch. John McIntyre, who had crossed the Continent in 1846 with Sir George Simpson, was in charge of the Hudson's Bay Company Fort. The McKellars (Peter, John, Archibald and Donald), the McVicars and the MacLaurins were clearing lands on the river for agricultural purposes, all of which lands are now in the limits of the City of Fort William. The province with a view to encouraging settlers sold lands at twenty cents per acre cash and the patent issued when eighty cents more was paid. There were no roads except upon government maps and the river and the bay were the means of communication and ways for transportation.

The Ojibways lived in a constant state of terror owing to the frequent hostile visits paid to them by the warlike Sioux from Minnesota. The Sioux had cut and blazed what

is known as "The Old Sioux Trail" from Pigeon River to James Bay The trail was a secret one When in 1870 Colonel Wolseley found that the road to Lake Shebandowan from Prince Arthur's Landing had not been completed he enlisted the assistance of Governor McIntyre of the Fort William Hudson's Bay Company Post and Simon J Dawson, a civil engineer living in Prince Arthur's Landing, and was able to transport his Red Coats by the Rivers Kaministiquia and Mattawin in crude batteaux Point de Menron, ten miles from the mouth of the Kaministiquia, was in those days a military camp Wolseley finally reached Fort Garry, now Winnipeg, at the junction of the Red and Assiniboine Rivers by way of Lake Winnipeg His arrival was unexpected and Riel with his followers evacuated the Fort without a shot being fired by either of the forces The Old Sioux Trail and water route were no longer secret as the Indian hieroglyphics and pictures marking the trail and portages were read and followed by the expeditionary force

Even in the most ancient of times rumour had it that the silver mother lode was close to the Old Sioux Trail and as the Sioux used at times silver pointed arrows and belief was strengthened that silver in abundance could be discovered Prospectors from all over the world have since sought the mother lode but with the exception of Silver Islet at the toe of the Sleeping Giant in Thunder Bay there has been no successful silver mine operated

Canada's monopoly of the pulpwood industry encourages the investment of millions of dollars in pulpwood limits pulp and paper mills, and hand in hand with this investment is the development and expansion of the water powers of the swiftly flowing Nipigon and other rivers emptying into Lake Superior The intimacy between pulp and power is very close as without efficient Hydro Electric power the production of pulp and paper and the trans-shipment of the streams of golden grain from the Westerly Provinces would be most difficult and expensive Cheap electric power is an economic necessity and in the manufacture of pulp and paper, as well as the rapid loading and unloading of grain in and out of the elevators at Fort William and Port Arthur, the Lakehead Cities on Lake Superior, nature supplies this requirement The railways bring the grain to these cities and "rail meets keel" through the use of the twenty-two elevators which have an aggregate storage capacity of over sixty-three million bushels, and others are under construction The pulpwood limits are practically North and Northwest of Lake Superior and contiguous to the Nipigon, Black Sturgeon Kaministiquia and Seine rivers Under the prudential regulations of the

Ontario Government which controls the pulpwood limits in this area all pulpwood must now be completely manufactured into paper in the Province of Ontario. The leases from the Province of Ontario to the pulp and paper manufacturers provide for the conservation of the pulpwood area to be cut through clearing the brush and replanting. Settlers who have purchased their lands from the Crown are still permitted to sell their pulpwood for exportation.

It is difficult, under present day conditions, to recast the early explorations of the country abutting the North Shore of Lake Superior. Today one finds two of the brightest cities of their populations in Canada and accessible by steamers during the season of navigation in thirty-six hours and by train at all seasons of the year in twenty four hours from Eastern Ontario, and twelve hours from Winnipeg in the adjoining Province to the West, Manitoba. Before the advent of a through railway from the Atlantic to the Pacific in the month of November, 1885, the Head of the Lakes was isolated from civilization for a period of six months each year and the pioneers when the emergency of a visit to Eastern Ontario arose, were compelled to snowshoe the whole distance on the ice-covered Lake Superior and Lake Huron to one of the Georgian Bay ports where the railways terminated. Today with two daily newspapers, telegraph, radio and the telephone these cities do not differ from any other cities in Eastern or Western Canada and are as closely in touch with commerce, politics and society as the people in Toronto, the seat of government of the Province of Ontario.

PULPWOOD

In the Lakehead Cities of Fort William and Port Arthur there are four pulp and paper mills, two within the limits of each city, and another pulp and paper mill is now in the course of completion on the Nipigon River. Each of these structures is large, necessarily located upon the river bank or the water front, as the case may be, and travellers, saws, barkers, crushers and pulp and paper machines are operated by electrical motors, and electrical power enters into every operation from the time the pulpwood is picked up in the stream by the traveller until the paper is rolled into the cars. The capital expended in connection with the construction of the buildings, the installation of machinery, as well as the purchase or leasing of limits is large, but Canada's monopoly of the production of newsprint and paper invites the investment of a large sum of foreign moneys in the establishment of the paper business.

In one mill at Fort William two machines produce 218 miles of paper daily, a sheet being 30 feet wide, and the essential qualities are all preserved, strength, finish, formation and colour, with freedom from holes or defects of any kind. One modern newsprint machine producing 120 tons of paper a day requires the wood from 36 acres of forest land to maintain its operation and the total daily production in Canada means that the trees have to be cut from 1600 acres or 2½ square miles of land. The Canadian newsprint mills have a capacity of over 1,500,000 tons per year and averaging 1½ cords of wood to each ton of paper the consumption of wood to make 1,500,000 tons of paper would be 2,250 000 cords of pulpwood.

During the winter season pulpwood is piled on the shore line of the Bay in front of Port Arthur for the use of the local mills and export to the United States.

Even the ice is utilized for the same purpose, booms inside the breakwater preventing loss when the annual breakup occurs.

The distribution of the product is becoming a greater problem than ever. New railways have been projected to the limits having terminals at Albany River and to the markets south of Pigeon River, the boundary between Minnesota and Ontario. The demand for paper and newsprint has increased and there is no difficulty on the part of any of the mills in disposing of the whole of its products.

POWER

Fifty years of progressive development is a relative statement concerning any part of the Province of Ontario. When applied to the District of Thunder Bay at the Head of Lake Superior, the largest of the great inland lakes and the boundary between the United States and Canada, there is a special significance. In no part of the Province has the transformation from the wilderness to the varied commercial and industrial conditions been more complete. From small, isolated communities depending for support upon very limited means of developing the lumber, fur and fish industries the Lakehead Cities of Fort William, the River Port, and Port Arthur, the Lake Port, have now an aggregate population of about forty five thousand people and their transportation facilities rail and water including the grain elevators and pulp and paper mills, are of profound interest to the people of the world. In the early upbuilding of commerce the people of these cities were dependent upon steam, either on land or water. Now Hydro Electric power has become an industrial factor which seems capable of infinite expansion. The rocky

North shore of Lake Superior is ent here and there by different rivers, all of which are capable of being harnessed for the development of electrical energy. The cost of the erection of dams, power houses and transmission lines is fabulous but the capacity for the production of a merchantable article like electrical energy cannot be accurately measured. It has been estimated that about 24 per cent of the Hydro power in Ontario is now utilized and some of these water powers are located on the Arctic Watershed and others on the Lake Watershed. The locations of the power stations seem no longer important, provided that the market for the power can be reached by transmission lines. In the Province of Ontario the Hydro-Electric System have erected a plant at Cameron Falls on the Nipigon River which now produces 50,000 horse power with a potential increase of another 10,000 horse power and this 60,000 horse power will be further supplemented by a new power station which it is proposed to erect two miles nearer Lake Superior on the Nipigon River at Alexander Falls which will be capable of producing 69,000 horse power and will entail a capital investment by the Hydro Electric System of $7,500,000. The market for this power is in the Lakehead Cities and the industries dependent upon this power are the pulp and paper mills, as well as the maintenance and operation of the huge grain elevators. The twin transmission lines from Cameron Falls to Port Arthur are about 80 miles long and from the heart of Port Arthur to the heart of Fort William is in the neighbourhood of 5 miles. The Kaministiquia Power Company taking its power from the Kakabeka Falls and the rapids above generates 35,000 horse power. With so much electrical energy available for use in industries of every kind the future of these cities is one of assured prosperity. The expansion of the pulp mills to paper mills to fulfill the requirements of the Government will lead to heavy capital investments and the operations in the pulpwood limits and in the mills themselves will lead to the employment of much skilled labour, as well as unskilled. The supply of raw material for pulp is practically inexhaustible and, as has been said, the expansion of electrical power to take care of the raw material is unlimited. Untold wealth is in the rocks, forests and marshes of the wilderness and the near wilderness.

The use of the waters of Lake Michigan by the City of Chicago in connection with its drainage system involves the diversion of the waters of the Great Lakes to the Mississippi Valley. The volume of water withdrawn is said to be 5,000 cubic feet per second. The effect is to change the standard water levels of the Great Lakes, and the continued use of the public works in aid of navigation constructed at great cost

by the Governments of Canada and the United States is imperilled Unless the States affected and Ontario are able through joint action to stop the wrongful use of the water there appears only ruin for navigation on the waters, improved and unimproved, of the Great Lakes.

The Greater St Lawrence Waterway is a vision of the people at the Head of the Lakes Duluth, Minneapolis and St Paul are enthusiastic supporters of the plan

The international aspect creates both advantages and difficulties in the promotion of the plan

The Hydro-Electric possibilities of the St Lawrence independently of, and incidental to, the deepened waterway plan are now under serious consideration by Canadian and United States engineers The engineering estimates of the cost of the development of 2,400,000 horse power within five years are $238,000,000 Canada would share equally in the power developed and in the cost of production The relative importance of the deepened waterways and Hydro Electric power plans are in sharp contrast when consideration is given to the economic advantage of the use of the deepened waterways and the sale of Hydro-Electric energy for commercial purposes-

In the month of January, 1926, the Ontario Government entered into contracts with five pulp companies at the Head of the Lakes to supply certain quantities of pulpwood annually for a period of twenty one years with two extensions thereafter each of ten years. It is estimated that 200,000 000 cords of pulpwood are available for manufacture into pulp and paper and newsprint At the present time the production of newsprint is 2 500 tons each day from which is derived a governmental revenue of $600 000 The new contracts for the supply of pulpwood entered into will increase the production to 4,500 tons per day and the revenue to $2,000 000 per annum Provision has been made for reforestation and the area covered is 20,000 square miles East and West of Lake Nipigon It is intended to expend $70,000 00 additional capital in the development of the pulpwood resources The natural increase in population will be at least forty thousand The pulp companies have agreed to completely manufacture newsprint and paper in the Province and will extend their plants by installing paper making machinery The conversion of the wilderness into profitable pulpwood areas goes on apace and soon lands unsurveyed, unmapped- without topogaphical and geological legends will be few in the neighbourhood of James and Hudson Bays.

GRAIN

Twenty-two elevators, part on the banks of the River Kaministiquia and part on the shore of Thunder Bay, represent the storehouses through which the five principal grains are transferred from the railways to the holds of the grain steamers. In the early days the elevators were vast wooden structures, readily inflammable, and with very few contrivances to facilitate the handling of the grain. Today the elevators are palatial, tubular structures, handsome in appearance and workmanlike in their operations. Internally they are marvels of efficiency. They require few hands to operate and there is a vast deal of electrical power used in all their operations.

It is difficult to measure the crop for the year 1925 but the five principal grains which passed from the railways to the elevators and thence into the holds of the grain carrying steamers through these ports aggregated 305,422,574 bushels. This total was represented in bushels—Wheat, 224,586,638; Oats, 39,957,161; Barley, 30,528,617; Flax Seed, 6,662,875; Rye, 3,687,283. Yet another computation shows that this total represented 866 cargoes in Canadian vessels and 527 cargoes in United States vessels and 7 cargoes in vessels of other countries. In the year 1925 the shipments to the United States ports were in excess of the shipments to Canadian ports—149,298,197 bushels against 167,286,416 bushels. Not unnaturally Buffalo leads all the receiving ports of either country for 1925 with a total of 115,509,566 bushels. The Canadian crop was in 1925 a good average crop and as there was a failure in Argentine Wheat the price paid for Canadian wheat was satisfactory to the growers. In the span of a lifetime one has seen the time when not one bushel of wheat was received at the Lakehead Cities for trans-shipment. When the Canadian Pacific Railway was opened for traffic from Winnipeg to the Head of the Lakes elevators of the old type were erected. The package freight steamers on the Lake were sufficient for the amount of grain received. With the increased settlement of the Western Provinces the flood of grain from Alberta to the Lakehead Cities began. New elevators became necessary and the modern, efficient types were erected. The cargo steamers, in sympathy, improved in size and carrying capacity with the result that many cargoes are in excess of 500 000 bushels.

Power, whether steam, electric or gasoline, has played its part in reducing the wilderness of rock and water to terms of commercial advantage. It is a striking comment that five-sixths of the Canadian flax was marketed in the United States. The investment by the two railway companies is $3,500,000,000

and $1,500,000,000 have been devoted to the construction of railway lines for the transportation of the grain and other commodities from the Western part of Canada to the Head of Lake Superior

In the month of November, 1925, Canadian grain inspectors checked 66,056 carloads of grain, 54,917 of which carried wheat, probably the largest number of cars ever received at the Lakehead Cities in one month in the history of transportation

PARKS

Municipalities adjoining and themselves removed from other municipalities concentrate upon the perpetuation of early conditions Their history is romantic and in the establishment of great natural parks the citizens are constantly reminded of the progressive movement towards higher and more expansive development of their resources

In Fort William Chippewa Park represents an area of 750 acres bordering on the shore of Thunder Bay and invites the citizen and the visitor within its gates, as well as the motor tourist, to contemplate the grandeur of Nature under primitive conditions. The birch bark wigwam and Zoo serve as reminders of life in earlier and less hectic days Peace and quietness reign and the wilderness is a sanctuary for the flora and fauna, and the animal and bird life of the District

Current River Park in the East end of Port Arthur is a similar resting place with the Lyon Drive as an addad attraction for the home or visiting motorist

THE PEOPLE

The development of the District of Thunder Bay which has a territorial area of 340 000 square miles proceeds in an orderly way Industry and commerce follow the accepted precedents and each year marks some new steps in advancement

The mental and physical activities of the people are at present devoted to the work in connection with the service clubs and ability of an exceedingly high standard is shown in the control and management of the clubs While these clubs serve a limited useful purpose the question arises whether the same amount of thought and time expended upon the management, control and administration of the affairs of the District under County organization would not bring greater rewards and create a greater unity of the peoples of the Lakehead Cities

The linking of the Townships and city corporations in one body would afford opportunities to the ambitious and talented youth of the District

For fifty years the District has been under the direct control of the Provincial Government. The people have always looked outside for money, help and guidance. They have been kept in leading strings and their independence of thought and action is restricted.

Some day in some way the District will attain its freedom from outside control and the sturdy, virile people of the North Country will show the fruitage of the excellent educational advantages, as well as living conditions, enjoyed by them.

The District will be developed through its own natural resources, directed by people who know where they lie, how they can be used, and the manner in which they can be marketed to the greatest advantage of the District.

The people have ample leisure and the automobiles owned in the Lakehead Cities have a value of over $1,000,000. The highways are kept in admirable condition by the several municipalities, city and township. It is no longer a hardship to be compelled to live there in any season of the year. The people are friendly with each other and with visitors from all over the world.

The old demon of isolation has been relegated to the District of Patricia and the North Pole. With an increase of 40,000 people during the next few years consequent upon the enforced expansion of the paper-making industry, the people will become broader minded and too busy to waste time in petty intercity differences.

When the Canadian Pacific and Canadian Northern Railways were under construction Westerly and Easterly of the Lakehead Cities the people were migratory. A large number moved as the sections of the railways were completed. There was a feeling of impermanence and the energies of the people were directed rather to the building and operation of the railways than the upbuilding of the towns. This unstable condition has now passed and the cities retain their inhabitants.

The assumption by all the citizens of municipal responsibilities creates a new civic spirit which is based on broader lines and encourages the hope that the Lakehead Cities will be controlled by one municipality. Nearly thirty nationalities make up the population of the two cities and there are as many religions. Religious intolerance is not encouraged and the people are united in all endeavours to promote the development of the District.

The Ukrainians are an important factor in West Fort William and their churches and cemeteries remind one of the barbaric splendour of South Eastern Europe. The children are rapidly becoming Canadianized under the teaching of the

public schools and their aptitude in learning their lessons enables them to educate their parents. The melting pot works overtime

The month of August in the early eighties was the picnic period Day steamer excursions to Thunder Cape, Silver Islet, Welcome Islands and Pie, Jarvis and McKellar Islands gave pleasure and instruction to youth and age The men took miner's picks and fishing poles and the women and children adventured in milder ways.

The life was full of joy and contentment and was most healthful for all concerned All responsibilities were put to one side and every excursion was an event worth remembering A picnic basket shared meant acquaintance, friendship and goodwill "The Neff" and the "Three Friends" no longer float

It is idle to attempt to prophesy what will happen in the next fifty years It might be of advantage to concentrate upon the next five years and study carefully the progressive development of the basic industries in which may well be included the super development of the water powers in the District The District is a veritable Pandora's box, the lid of which is about to be lifted

HISTORY OF THE CANADIAN PACIFIC RAILWAY

BY A F HAWKINS

Madam President and Members of
the Historical Society, City of
Fort William

First let me express to you my great appreciation of being here with you to-night and also to thank you sincerely for the honor you have conferred upon me in asking me to speak to you on the early history of the Canadian Pacific Railway.

In 1868, an Imperial Order-in-Council gave Rupert's Land and the North West Territories to the fledgling Dominion. Manitoba entered Confederation in 1870, followed by British Columbia in 1871. The Dominion of Canada now extended from the Atlantic to the Pacific—but in name only. A railway linking East and West was needed to develop a national spirit in the far flung people. Rebellion and secession threatened the stability of the young country in those difficult years. When the Riel Rebellion broke out at Fort Garry in 1869, troops from the East took 95 days to reach the disaffected area. So long as the North West remained isolated from Eastern Canada, there would be danger of further outbreaks. The physical barrier presented by the rocky north shore of Lake Superior kept Ottawa from a sympathetic appreciation of the problems of the white and half breed settlers on the prairies. This discontent along the Red River was so apparent that the United States sent a special agent to Winnipeg to report on conditions. His opinion was that the "speedy Americanization of that fertile district was inevitable" unless the British connection was strengthened. The question of annexing the North West had even been discussed in the Congress of the United States.

The threat of secession came from British Columbia. As part-price of its acceptance of Dominion authority in 1871, British Columbia had written into the Terms of Union a clause binding Canada to "undertake to secure the commencement simultaneously, within two years from the date of union, of the construction of a railway from the Pacific towards the Rocky Mountains, and from such point as may be selected east of the Rocky Mountains towards the Pacific, to connect the Seaboard of British Columbia with the railway systems of Canada; and further, to secure the completion of such railway within ten years from the date of union."

Ten years from 1871 the hopes of the Fathers of Confederation had been only partly realized. The nation was not a unit. The energy which might have been utilized for the

commercial development of the nation was spent in agitation and argument Macdonald's first attempt to build the railway as a Government enterprise had ended in his resignation in 1873 and in Mackenzie's succession to power

Mackenzie believed the construction of this railway within the allotted ten years an impossibility, so that the Dominion therefore was not bound to observe the full letter of its promise to British Columbia He remained in office until 1878 In that time, the Government let contracts for two small sections of the railway, from Selkirk to Emerson and from Selkirk eastward

Macdonald was returned to power in 1878 on the so-called National Policy He carried on Mackenzie's programme of piece meal construction for the next two years letting contracts for the completion of the line from Port Arthur to Winnipeg, for the line westward 200 miles from Winnipeg, and the line from Yale towards Savona's Ferry in British Columbia Only 264 miles of the main line had been built when the ten years agreed upon for its completion were nearly up

Something decisive had to be done at once Macdonald had no choice Millions of public monies had already been sunk in the project The nation's word was pledged to the completion of the railway Yet Canada faced bankruptcy, if saddled with the huge additional outlay necessary to build the railway from coast to coast.

Macdonald announced his intention of entrusting the stupendous enterprise to private interests He went to George Stephen of Montreal, a merchant and banker who had made a startling success in reviving a small railway in the western United States Macdonald was not particularly friendly to Stephen Stephen was the one Canadian he knew who might possibly be able to build the railway, and Macdonald wished above every other consideration to keep control of this main artery of the new Canada within the country

It is probable that if Stephen and his associates had a foreglimpse of even a part of the difficulties, abuse and bitter antagonism they were to endure before they completed their task, they would never have undertaken it They were not young They had already achieved hard won successes, and were looking forward to retirement from business cares Their motives in accepting the work could not have been other than patriotic

Few men of that day believed the railway could be completed, and there were fewer still who believed that once completed it would ever be made to pay Judged by the money already expended by the Government in building a very small

portion of the whole railway, the capital outlay threatened to be enormous. In all the Northwest there were only 165,000 people. It was hard to imagine traffic originating on the prairies and the Pacific Coast in volume large enough to pay the bare operating expenses of the railway.

The contract calling for the completion of this railway was signed on Oct. 21st, 1880, and called for it to be completed within ten years. Special representatives were sent to England and the greatest financiers of the world were interviewed with regard to raising capital for this great enterprise, but they were told that the scheme was impracticable, fool-hardy and wild-catting; but such men as Geo. Stephen, Duncan McIntyre, J. B. Hill, Richard B. Angus and others had given their word to the Parliament of Canada and defeat could not be entertained for a moment. They had plighted their reputations, their fortunes, their all, therefore, notwithstanding what difficulties, what obstacles were thrown in their path, they were filled with a great determination, a wonderful courage, which helped them to overcome what seemed to be insurmountable difficulties.

If we had time to follow these early pioneers through those difficult years of construction, we would come to a better realization of the great obstacles they had to overcome. In one instance a lake had to be lowered ten feet. Over 12,000 men and 5,000 horses were employed at one time in the building of the railway around the north shore of Lake Superior. Three dynamite factories had to be built; the dynamite alone cost over $1,200,000; three miles of track which had to be built around Jackfish Bay cost $1,200,000, one mile alone costing over $700,000.

Time will not permit me to go into further details. Suffice it to say that due to their indomitable spirits, success crowned their efforts and we find that it was on November 7th, 1885, that the last spike was driven, at a little halting place in British Columbia called Craigellachie. The ceremony was performed by Mr. Donald A. Smith, surrounded by a representative body of men, who with brief words of congratulation, lifted a hammer and with the well directed blows of a man not unaccustomed to manual exercise, drove in the last spike of the Canadian Pacific Railway—which opened up to the commerce of this country, the lands and peoples beyond the Pacific Ocean.

Before nightfall of the day which witnessed this memorable ceremony, a telegram arrived from the late Queen Victoria, through the Governor-General, Lord Lansdowne, graciously congratulating the Canadian people on the national achievement which Her Majesty was well advised in regard

ing as "of great importance to the whole British Empire"

Let us not overlook the fact that the railway was completed in less than half the time the Government contract called for

We all know the wonderful development which immediately started at the completion of this railway, the great uncultivated lands of Western Canada have since been turned into the greatest grain producing country in the world, hamlets, villages, towns and cities have sprung up all over this vast Western country—showing a development unparalleled in the history of the world In addition to this the Canadian Pacific has bridged two mighty oceans has connected four continents and has taken the name of Canada to the farthest corners of the earth

Since 1885 the Canadian Pacific Railway has expended nearly $75,000,000 00 for colonization, land settlement, irrigation, etc , a sum greater than that expended by the Dominion of Canada on similar work over the same period The Canadian Pacific Railway Company has established more than 55,000 families on lands in Canada and has settled more than 30 000 000 acres If time would permit, I could go on enumerating the part that this Company has played in the development of our country

This development, together with the expansion and growth of the Canadian Pacific Railway, is a much more intensely interesting story than any fiction book ever written, because it involves the history of men who, by their courage and their devotion and loyalty to Canada, made possible the great development that has taken place Let us picture for a moment those millions of acres of uncultivated prairie lands, this wild and rocky north shore of Lake Superior, the many hundreds of miles with comparatively few settlers, then when we remember these men who were the founders and builders of Canada's first transcontinental transportation system, we cannot help but realize what a wonderful vision they must have had that would enable them to have faith in Canada's future and see these millions of acres turned into beautiful fields of golden grain ripening for harvest This helped them to realize that the great essential thing at that time was to be able to find some means of compressing the vast distances, levelling the mountains and erasing the wildernesses, which isolated the people one from the other

The founders of this great railway and the men who succeeded them, have been largely responsible for its phenomenal growth In the brief space of less than fifty years, the Company has grown from very small and obscure beginnings until it has reached such a magnitude that the sun never sets

on its possessions. To day it owns and controls 20,146 miles of railway, 73 steamships with a gross tonnage of 396,809 tons It owns a chain of 13 hotels in Canadian Cities and summer resorts, and 11 bungalow camps in the Rocky Mountains and Ontario a telegraph system with 138 564 miles of wires and 24 800 miles of cables, carrying messages not only to every important point in Canada but to every important point in the world The Canadian Pacific Express Company affords Canadians a world wide transportation and financial service of inestimable worth It operates by land and sea over 31,336 miles and has 7 044 offices and correspondents at home and abroad

It might be interesting to note that value of a twelve car passenger train is $655,000 00 The total cost of rolling stock in average freight trains between Winnipeg and Fort William is $284 000 00 During the grain rush, an average of twenty-four trainloads of wheat leave Winnipeg eastbound containing rolling stock to the value of $6,816,000 00

There is also a similar movement of equipment westbound from Fort William which makes a total value of freight equipment moving daily between Fort William and Winnipeg of $13 632,000 00, when you add to this our four transcontinental trains, you can add another $2 740 000 00—which makes a daily investment of rolling stock alone running over this division of $16,372 000 00

Now let us look at the development of our Twin Ports which has taken place in recent years The Canadian Pacific Railway Company built the first elevator at Port Arthur—which is known as the "Horn Elevator"—in 1883, this was followed by the building of "A" in 1887, which was afterwards followed by "B" "C" and "D" The first elevator to be operated by interests other than the Railway Company was the Empire Elevator, which commenced operations in 1904 This was followed by Ogilvie's Consolidated and Western Terminal Elevator Just as soon as the Railway Company saw that other companies were providing storage for the handling of grain, it discontinued activities in elevator construction

To give you some idea of the great growth and expansion of our Twin Cities, the following figures will be interesting

The C P R handled during the crop year of 1900-01	5 959,920 bus
The C P R handled during the crop year of 1910-11	52,027 350 "
The C P R handled during the crop year of 1920-21	112,000,000 "

The C. P. R. handled during the crop year of 1927-28 176,034,560 "

In looking over the freight handling through the various Canadian Pacific Sheds at this point I find there has been a gradual but steady growth since 1915, as the following figures will indicate:—

Year	Tonnage Handled
1915	457,089
1920	428,265
1921	495,819
1922	495,317
1923	565,380
1924	589,667
1925	573,593
1926	609,137
1927	659,346
1928 (10 months)	567,687

In less than half a century, the Twin Cities have grown from one small elevator with a capacity of less than half a million bushels to the largest grain handling port in the civilized world, with a total capacity of 85,000,000 bushels. In addition to this we are equipped with most modern freight handling devices and other very important industries such as paper mills, etc., and yet we have hardly touched the fringe of our great natural resources. There are yet millions of acres of land to come under cultivation in addition to the great mineral resources as yet undeveloped. If this great development has been possible during the last fifty years, who can predict the future of Canada?

I think we might say with every assurance that the prophecy of Sir Wilfrid Laurier will surely come true and that the Twentieth Century will surely belong to Canada.

HISTORY OF NEW ONTARIO

BY MISS M J L. BLACK

New Ontario, as generally understood, covers all the territory north of the Nipissing and French Rivers and Lake Superior, and west of the Quebec boundary, for this entire district has a unity of history and interest that cannot be divided. In spite of this statement, you will find me focussing my attention on the Kaministiquia, and you might naturally charge me with being partial to my own section This criticism would not bear examination for, to all the early explorers this entire district of Ontario, was of but slight interest They all passed it, dazzled by the glamour of the Orient, and the western sea, their eyes being holden that they should not appreciate the wealth and beauty that lay at their hand. It was these explorers who featured the Kaministiquia, and not I, for they saw in it the entrance to the great mysterious land of promise for which they were looking The importance that they gave this, as a transfer point, does not lessen our own appreciation of the possibilities of this spot, for it is a recognized fact that all great cities have grown up on sites that were considered strategic points by the Indians and early explorers

The exploration of this great area—nearly 400,000 square miles is still in its infancy, only the outer edge being touched, but it is well to recall some of the heroes who have trodden that fringe for in the stories of their lives, one finds the history of Canada as well as that of our immediate District

Champlain, the "Father of New France", came to America in 1608 His instructions were to open up the fur trade for the benefit of the government—his own life desire was to make use of the fur trade, to open up the country for settlement purposes,—so within a few months of his arrival in the country he was making his way up the Ottawa, down toward the Lake that was to bear his name hither and thither covering an extraordinarily wide district. In 1611 he heard of the waterway to the James Bay, and his imagination was fired when he had an interview with a young French man, Nicholas Vignau, who had been living among the Indians and who reported having visited the northern sea The Indians undoubtedly used the waterways from the Ottawa to the Bay but probably only slightly and the stories that they told the imaginative Vignau were founded on fiction quite as much as on fact Such as they were, aided by Vignau's own inventive ness, they were sufficient to fool Champlain himself who started with four servants, including Vignau, to follow up the route

They had only gone a short distance up the Ottawa, when Vignau was made to acknowledge that his claim was a hoax, and that that was the limit of the district he had seen. Disappointed, Champlain returned to Quebec He was not discouraged though for two years later he returned to the Ottawa, and after a long and arduous trip discovered the Nipissing and the route through to the Georgian Bay, and then turned down south Many years later, in 1867, a souvenir of that early trip was found between Mud and Turtle Lakes a surveyor's instrument, an astrolabe, that bore the initials of the great explorer

Etienne Brule, who was later to be the first white man to put his eyes on Lake Superior, was a servant of Champlain As his name has been given to one of our bays, it is of added interest to us to learn of his character, as well as of his deeds Parkman, in referring to him says "Brule, that pioneer of pioneers, the famous interpreter" He understood the Indians and had but little trouble in getting on with them, though in the end, he was killed by them when he attempted to rescue one of his helpers Brule accompanied his master on many important trips but also did a great many on his own He had already explored the upper reaches of the Ottawa, before Champlain got across to the Nipissing, for the Champlain map, of 1612, indicates lakes Temiskaming, Kepawa, and the rivers Mattawa, Antoine, and Jocko, all of which had undoubtedly been discovered by Brule

Jean Nicolet's great discovery was Lake Michigan in 1618, and as far as I know he did not come up into this part of the country at all His influence however reached us for in definitely opening up the Nipissing French River route and establishing friendly relations with the Indians he gave to the French the monopoly of the fur trade for many years Nicolet was certain that he was on his way to China, so he carried with him a very gorgeous Chinese outfit, in which to greet the oriental potentates

While the Nipissing French River route was practically the only way to get across to the Great Lakes, its popularity was greatly increased by the fact that it was fairly safe from the Iroquois, so a point as far off as the habitat of an Indian people, has had some bearing on the opening up of our part of New Ontario

The next important epoch in the history of discovery in this part of the country was that of the brothers-in law Groseilliers and Radisson They explored Lake Superior in 1654-56 The south shore, they covered carefully and it is believed that they also reached the James Bay, via the Albany River, probably following the old Sioux trail They returned

by Moose River to Lake Superior, and then down to Quebec, carrying with them a great consignment of furs. On their arrival they were treated badly by the government and their furs seized. The French official little realized how far reaching this act was to be. As a result of it, the two French explorers left the French service, and went over to the English and ultimately persuaded the latter to form the great company that was to be called the Hudson's Bay Company.

In the meantime though, Father Allouez was also doing some exploration in the interior, reaching Lake Nipigon. Here he established a mission among the Indians who were of the Nipissing tribe. One would infer from Father Allouez's report that he felt that mission work in this western part of the country should be done from fixed points, with men to work for their maintenance, and chapels for religious services. Probably if his hopes had been realized it would have introduced a permanency to Indian life and settlement that might have helped to open up the country much sooner than it has been. He, however, had to return to Quebec, and never came back here. It was Father Allouez who named Lake Superior "Lac Tracy" after the then Governor of Quebec and this name appears on the maps for several years.

Sixteen hundred and seventy-eight was a very important year for Fort William, for it was then that Duluth and his party arrived to explore Lake Superior and to re-open the fur trade among the Indians. His brother, La Tourette went into the interior and built forts on the Nipigon, and further north, at the junction of the Kenogami and Albany Rivers, and so diverted much trade from the Hudson Bay Company, which was then ten years old. Duluth, himself, built a fort at the mouth of the Kaministiquia, probably about the foot of McTavish street, in 1679, and later explored the Lake of the Woods, and the Winnipeg Basin.

The Kaministiquia River was first explored by Jacques de Noyon, about 1688. He followed the waterways through to the Lake of the Woods, discovering the latter lake. He built a fort on the Rainy River, probably near Fort Frances. Part of his course would follow that of the old Sioux Trail, for none were quicker to find the easiest route than those wily Sioux. Thirty years later Robutel de la Noue came along and rebuilt Duluth's fort on the Kaministiquia, and constructed one on the Lake of the Woods. This river route however was not used to any extent, for the Pigeon River one was found to be rather easier, and the trade was diverted there, for nearly a century. In 1722, we have the first mention of the Pigeon River, when an officer, named Pachot wrote describing its merits.

La Verendrye was the next famous explorer to make his headquarters at the Kaministiquia He spent the winter of 1731 here, trading in order to make some money for his trip further westward His ambition was to discover a practical route to the western sea, and though he did not reach his goal, he accomplished much more than it is given to the majority of men to do He and his sons explored the basin of the Winnipeg, and probably got as far west as the foot hills of the Rockies, as well as covering the basin of the Missouri However, the special association that we of New Ontario have with his name, is in connection with the tragedy of the Lake of the Woods, when in 1736, his son, and a party of twenty other Frenchmen were murdered by the Sioux on an island in the Lake of the Woods La Verendrye himself, was at Fort St. Charles on the western side of the lake, up the bay now known as the Northwest Angle Inlet Provisions and ammunition being needed it was decided to send three canoes down to Kaministiquia and Michilimackinac Young Jean Baptiste La Verendrye was in charge of the party, among whom was the missionary, Father Aineau Apparently without warning, they were attacked while asleep Their bodies were mutilated and left on the sand They were later buried by La Verendrye on the same island, which has ever since borne the sinister name of "Massacre Island"

The Grand Portage at Pigeon River passing into the hands of the Americans after the revolution, it was necessary for the Montreal traders to find another route, and in 1783, the old Kaministiquia one was re-opened by Roderick Mackenzie of the North West Fur Company

The squabbles between the Northwest Company and the Hudson's Bay Company resulted in Lord Selkirk bringing in his mercenaries the De Meuron regiment, in 1816 They camped up the river at the point that bears their name, and then started out in the winter time to make their way to Red River Selkirk made a bee-line between the two points, passing south of Shebandowan Peter McKellar says that he has frequently seen signs of this trail, the first that was ever put through by white men

In 1857 H Y Hind made a report for the government on the country between here and the mountains, with a view to putting through a railway At that time it was the intention to make use of the water routes in so far as it was possible only connecting them up by railroad Hind gives a very interesting description of the country and features the agricultural possibilities of the Kaministiquia Valley In 1858 the government incorporated a company known as the Northwest Transportation Navigation and Railroad Company, which

was empowered to construct railroads, roads, and tramways between the shores of Lake Superior and the Fraser River Nothing came of this, but it all indicates that people were learning something about this section, even though it was little more than that of the early explorers, namely that it was necessary to pass through it in order to get to the west

S J Dawson made the next important government report on a road from the Head of the Lakes to the Red River, and in 1870 his course was followed in taking the troops through to quell the Red River Rebellion This road was a very fine piece of work, and many miles of it still remain in good condition The Dawson route followed to a large extent the course of the old Sioux Trail

In the meantime Confederation had been consummated and the government was pledged to build a railway across the continent, and scores of engineers were sent out to discover the best route This opened up the country greatly, but having only the one idea in their minds they did not gather very much information about the country in general through which they were passing

The opening up of the country in the search for minerals did more to make it known In 1845 thirty applications were made for locations on Lake Superior and in 1847, the Bruce Copper Mines were discovered in Algoma In 1868 the Silver Islet mine was discovered and in 1870 Peter McKellar discovered the first important vein of gold at the Huronian Mine near Shebandowan The Sudbury nickel copper deposits were discovered during the building of the Canadian Pacific Railroad in 1882 and in 1899 the greatest iron deposit then opened in the Province, was found at Helen Mine, in Michipicoten It was not till 1903 that the Cobalt silver area was discovered, and a great wealth of gold being soon after found men were eager to get into the inland country to explore for more mineral wealth This has added greatly to the knowledge of the geography of our country, but much in all as has been learned, those who know best feel that they are still only on the edge They claim that we will yet find in our interior wealth of mines, agricultural areas, forests and power that will make New Ontario the wealthiest section of the entire Dominion

To deal with the exploration of the northern section of our district, we must retrace our steps to the time when Groseilliers and Radisson threw over their allegiance to France in 1666, and appealed to Charles the Second of England to organize a fur trading company to trade into the Hudson Bay This great sheet of water had been visited by the Portuguese as early as 1558-67 for the Ortelius map of 1570 indicates the

entrance to "the Bay". It was not till 1610 though, that it was explored by Hudson, who gave the Bay his own name. He spent a winter at the southeast corner of James Bay, at what is now known as Rupert's Bay. He had hoped to have found a passage to the "southern sea". You will remember that this was the time that Nicholas Vignau was living with the Indians, and studying up his story of his imaginary trip to the "sea of the north". Surely Vignau must have had some pretty direct word of Hudson's party, or he could not have told such a circumstantial story. While at Rupert's Bay, Hudson did a little bartering with the Indians and so was the true forerunner of the "Great Company".

Many of our great explorers devoted their lives to unravelling the mysteries of the Hudson Bay, but all with the same hope that they would some day find a passage to the Orient. In this they failed, but they did succeed in making a record of every turn in the shore line, part of which forms some of the northern border of New Ontario.

In 1668, the charter was given to the Hudson Bay Company by which they became the owners of all lands drained by the Hudson Bay, "excepting such as might be the rightful property of some other Christian monarch". Our two Frenchmen, Groseilliers and Radisson came over with the first two boats, and the former landed with the one of which he was in charge at the same southeast corner that had sheltered Hudson fifty years before. Groseilliers named the river that discharged itself in the bay, the Rupert. The English in the party had no success in their attempts to trade with the Indians, but the Frenchman's long experience stood him in good stead. By flattery and presents he won their confidence and they agreed to bring him their furs in the spring. During the winter he made many trips into the interior, exploring and making friends among the Indians, and in the spring crowds flocked to Rupert's River to trade with him. Thus was the exploration of the north section of our district commenced. In 1673 the two Frenchmen returned to the allegiance of France and explored on behalf of that government as far north and west as the Hayes River. About this time D'Iberville, known as the "first great Canadian" went across from Quebec, overland to dispute the claim of the English to the coast territory. He went via the Ottawa, Lakes Timiskaming and Abitibi, and down the Moose River. Once more the original Indian trail proved the only one for getting across the country. The overland route is so much more arduous than the ocean trip, it has never been popular at any time, consequently we have but few records describing that part of the country.

While the Chippewa Indians have been in possession of Northern Ontario from time immemorial they apparently followed another people, or may have been descended from them, though that is hardly likely. These early people were generally known as the Mound Builders. The center of their activities was in the South Central States but remains of their work are to be found as far north as the Rainy River District, where there are still to be seen conical mounds filled with human bones pottery, and weapons. They probably also worked the copper mines on the south shore of Lake Superior, and on Isle Royale. Their work indicates a very high standard of intelligence, determination and energy, characteristics that were developed much more highly than with the average American Indian. Where these people came from, and why they went away, and where to, no one can tell, but it is probable that they were not war like, and so were unable to meet the bloody hordes that pursued them. Whether or not it was the Chippewa that exterminated them, no one knows, but our native Indians have always been good fighters and ready to hold their own. They have not indulged in wars to any extent, for their territory was very large and they were content to confine themselves to it. They never figured much in history, for their habitat was too far removed from the territory of early settlement by the whites, for them to take any part in our pioneer life. Their general relationship to the French was always friendly, though the Thunder Bay Indians early found their way to the Hudson Bay for trading purposes, and so had intercourse with the English rather than with the French. It was only when the Northwest and X Y Companies came to Grand Portage and Fort William that their trade was diverted to this end. The Chippews belong to the Algonquin family, and are closely connected with the Crees and Nipissings. The Crees occupy the more northern part of the country. They all have a fairly extensive legendary history but no attempt has been made to make a full collection of it. Many of their stories are associated with their wars with the Sioux who occupied the territory to the south and west. This terrible tribe tried to get possession of this part of the country, and for many years they made regular raids coming up from the neighborhood of what is now Duluth Minnesota, following the inland lakes and rivers. They evidently got as far north as the present town of Sioux Lookout, as the name would indicate, and every now and then is disclosed the remains on rocks of some of their hidden signs. It is supposed that they met their final defeat about 1659, by the Chippewa in the neighborhood of Thunder Bay. Dog Lake was the site of one of their great battles the success of which

was marked by the Chippewa in their making a great effigy of a dog, which still may be seen by those interested Signs of their battles are to be found near Lake Oliver, at Silver Mountain, and on the Welcome Islands as well as in many other places The Chippewa then having the country to themselves gradually deteriorated and their hunting life, which necessitated each family having a large range of country tended to destroy tribal strength

It may be news to many to learn that there was ever a dispute as to whether this part of the country belonged to Canada or to the United States, and yet such was the case The treaty of 1783 defined the boundary as passing "through Lake Superior, northward of Isle Royale to Long Lake, and then through the middle of said Long Lake to the Lake of the Woods " The Americans claimed that the Kaministiquia was the line meant, and that Dog Lake was intended when they said Long Lake Had they won they would have got everything south and west of the Dawson Trail I ran across an old map, the other day, that shows Dog Lake as Long Lake, so perhaps they had real grounds for their claim The British, on the other hand, were ready to grant that the Pigeon River might be meant though they claimed that the correct boundary was the St Louis River at Duluth, and gave many very good reasons in support of their claims Of course we know that they finally decided on the Pigeon, but with the understanding that the Grand Portage should be open to citizens of both countries Looking at it from the present one would naturally imagine that that was the only solution to the dispute, but one might also wonder what would have happened to the ports at the Head of the Lakes, if the site of Fort William had been acknowledged to be in American territory or if on the other hand, Duluth had been declared to be in Canada

Another boundary dispute was of even more importance to these cities for the solution was not so easily seen and that was whether or not we belonged to Ontario or Manitoba We have all discussed the question of secession from Old Ontario, but it may be news to you to learn that had it not been for the astuteness of Sir Oliver Mowat in presenting the claims of Ontario, we certainly would have been a part of a western province, instead of an eastern

When the Dominion of Canada purchased the rights of the Hudson Bay Company, it naturally wanted to get all it could, and was inclined to encroach on the boundary already claimed by Ontario, in fact the Dominion insisted that our two cities were outside the province of Ontario To solve this dispute it was necessary to find out just what the original

boundary of the French Province of Quebec was, for it was evident that the Dominion in purchasing the rights of the Hudson Bay Company could have no claim on anything originally belonging to the French, and Ontario was only claiming that her northern and western boundaries were identical with those of France

To find out what these boundaries were, it is necessary to go back to the squabbles between the Hudson Bay Company and the French fur traders As you will remember, the charter gave the former all the country draining into the Hudson Bay "that was not owned by some other Christian monarch" The Company's policy was to make the Indians come to them consequently they never went inland to any extent The French on the other hand, went to the Indians and soon had posts established all through the country as far west as the Saskatchewan, and right to within sight of the Company's own houses, often, so while the English claimed the territory as far south as the height of land, the French were in actual possession The French won out in the struggle, and on January 29, 1701, the Hudson Bay Company agreed to the Albany River being the dividing line between their territory and that of the French This was ultimately accepted, as Ontario's boundary to the north, though not without a struggle, for in spite of that precedent, the Dominion laid claim as long as they could to everything north of the Height of Land

The western boundary was even more difficult to define, but here again Ontario laid claim to everything that was still under the British Crown that was originally known as Quebec As you will remember, the continent was divided between the British territory of Canada, and the French of Louisiana the boundary between which being defined as the Mississippi River to its source, and then due north to the Hudson's Bay Company's territory (Part of this northerly line is now the boundary between Ontario and Manitoba and the description of it accounts for the peculiar projection of Minnesota into what would seem should belong to us)

The Treaty which wound up affairs between England and France after the fall of Quebec defined the western limit of Canada as a line "due north of the confluence of the Ohio and the Mississippi Rivers" This line was six and a half miles east of Port Arthur, and was the boundary of Manitoba as claimed by the Dominion in their act of 1881 There was another boundary that the Dominion was prepared to accept, namely conformance to the Height of Land This would have given our two cities to Ontario, as that line is about sixty miles west From 1879 to 1884 there were arbi

trations and appeals to higher courts but finally in 1889, the northerly and westerly boundaries were definitely set forth as they are to day. It was not alone among the politicians that the disputes were taking place. Kenora became a hot bed of contention and at one time there were officials from both Manitoba and Ontario claiming the right to jurisdiction. The private citizen was in constant trouble in regard to titles to lands and in order to be sure had to take out two titles one from the Dominion and one from the Province.

Undoubtedly Ontario was in the right in her claim to this part of the country, and in fact she might well have claimed much further west than she did, for the French were really in possession of the western fur trade to a much greater extent than was the Hudson Bay Company, but we as citizens of the Twin Cities might well wonder, if it would not have been to our advantage had the decision gone the other way. As a sea port for the province of Manitoba we would have received much more consideration than we have ever had from Old Ontario.

The history of New Ontario from nineteen hundred to the present has been quite as full of romance as that prior to that date but dealing as it does with an entirely different phase it could better be handled in a paper discussing our commercial development. That story however would not be complete unless we had information in regard to the past, for the success of Future New Ontario was undoubtedly foretold when those doughty old explorers decided that the wealth of the west was only to be fully enjoyed by using as a connecting link New Ontario.

THE UNVEILING OF THE HISTORIC CAIRNS

(From the Times-Journal)

Sept 18, 1928, will be recorded as an epochal date in the annals of this region surrounding Thunder Bay Posterity will recall fondly and authentically that on this day, two cairns of granite, stone and mortar, monuments to adventurous men of the past, and to events of paramount historical interest, not only of local but of national significance, were unveiled in the presence of a distinguished gathering of lake head people many of them pioneers of around half a century of residence here Ceremonies of an impressive character and addresses in which the eloquence of the speakers was matched with material of great historical interest made the day of the double unveiling, one long to be remembered here

The first of the two cairns, erected by the department of the interior of the Federal Government upon the recommendation of the Historic Sites and Monuments Board, was unveiled at Point de Meuron, on the Kaministiquia River, a few miles from the city limits of Fort William a spot of great natural beauty, and for ages the meeting place of primitive travel and traffic of the aborigines of the great plains and the Great Lakes, and the hardy explorers, traders adventurers and pioneers who came after them The ceremony took place at 2 30 on a lovely autumn afternoon

The second cairn was unveiled at 4 30 in the Heath Park, West Fort William It commemorated the turning of the first sods of the two great railways the Canadian Pacific Railway and the Grand Trunk Pacific Railway

At both ceremonies, Mr Peter McKellar, most distinguished pioneer and his sister Mrs Deacon, officiated at the unveiling With them were other pioneers of long residence at the Head of the Lakes Among those others who attended the two ceremonies, were Mayor Joseph E Crawford, Dr James Coyne of St Thomas, representing the Historic Sites and Monuments Board, R. S Richardson, A. F Hawkins, John King, Rev D McIvor, G R Duncan, C H Philpot Hon Dr R J Manion, M P F J O Brien, president of the Canadian Club Dr C C McCullough President of the Fort William Board of Trade, Miss M J L Black, president of the Thunder Bay Historical Society Roy Kirkup, Capt J W Cousins, Capt James McCannel, W A Armstrong and E Langford president and secretary of the Fort William Parks Board, William Houston, Parks Board, Wilfred Walker Dr W S Pickup, C W Jarvis, Rev Joshua Dyke, Mrs George

A Graham, Robert Weigand, Col S C Young, William Webster, secretary of the Fort William Board of Trade, William Skene, E E Wood, principal of the Collegiate Institute, and members of the staff including M L Cornell, J L McLaurin, Miss Tilden, English specialist, Donald Murie, assistant city clerk, many prominent Fort William women and a throng of other citizens, augmented at the latter unveiling by a host of school children

The inscription on the tablet set in granite rocks that form the substantial monument at Point de Meuron tells in brief the national significance of the spot on which the cairn stands It reads

Kaministiquia Portage

Le Point D'Aterrissage des canots, commencement de la longue portage vers le Grand O'Uest, fut survie par les Indiens pendant des Siecles, par Jacques de Noyon en 1688, puis par les desconvreurs, explorateurs et commercants, Francais, Anglais et Canadiens

The canoe landing, the beginning of the long portage route to the Great West, was used by the Indians for ages, by Jacques de Noyon in 1688, subsequently by French, English and Canadian discoverers, explorers and traders Site donated by Lt-Col Samuel Crawford Young Erected 1927

Mayor J E Crawford acted as chairman of the ceremonies which opened with a prayer by Rev Jos Dyke, pioneer The mayor, in a brief speech, dwelt on the glories of past centuries, and paid a glowing tribute to the brave and adventurous explorers who followed the Indians over this route decades ago Also it was pleasant he said, to have so many pioneers present for they represented a storehouse of historical data that should serve as an inspiration for the younger generation He congratulated the gathering on being represented by the federal government that took note of such events "For this monument," he said, "will stand for ages to tell the story of bravery and heroism of hardy pioneers generations ago"

Miss Mary J L Black, president of the Thunder Bay Historical Society, then was introduced The cairn she said, was erected in honor of explorers, traders and Indians, primarily the Indian aborigines through whom she declared Canada was preserved for the Empire "We owe a great deal to them," she said On behalf of the Historical Society she welcomed the gathering solicited their help in preserving old pictures and prints of this region, historical data, or other material that may prove of great value to the Society

As Miss Black concluded the prow of a canoe was seen pushed above the bank of the Kaministiquia and in a moment a voyageur came into sight, clad in picturesque costume of

years ago. He carried his frail craft into the enclosure surrounding the cairn, partially upturned the canoe, spread his blanket beside it, pulled his tent over the craft, and with the aid of his axe made a cosy retreat for the night. The part was taken by Donald Murie, and revealed to the gathering how centuries ago adventurous spirits may have sought succor for the night on that self same spot.

Col. S. C. Young was introduced as the donor of the site on which the cairn was erected.

"We stand to-day on historic ground," he said. "A spot that links the present with the dim and romantic past, with its picturesque voyageurs, explorers, soldiers and missionaries, who before the advent of the great Transcontinenetal Railways passed to and fro over the 'Long Portage.'" The speaker recalled the discoveries of Duluth and the exploration of Jacques de Noyon who passed over the site of the cairn in 1688 in quest of the great inland sea, thought to lie in the west. He returned without realizing his dream. No white man followed him until the arrival of Roderick Mackenzie in 1789 who as North West Company man traversed the route in his endeavour to replace the route formerly followed via the Pigeon River. Then followed legions of traders, explorers, soldiers and missionaries. How long the route was used, the speaker would not venture to hazard but there was one thing that posterity can be sure of, that the character of the stout hearted men who penetrated the Great Waters of the North land were of a type that has contributed in no small measure to the building of the Canadian nation a stalwart, courageous, far-seeing people. Colonel Young also recounted other interesting associations with Point de Menron, Lord Selkirk's presence there in 1818, of Lord Milton and Dr. Cheadle, the famous explorers in 1870, and Lady Milton, of the birth of the present Lord FitzWilliam. The early road to many of the mines crossed the river at this point.

There was a mild outburst of applause as Peter McKellar, first discoverer of gold in Ontario, explorer of note and one of the earliest builders of Fort William, rose to address the assemblage. Despite his venerable age, he stood firmly and in a steady voice expressed his delight at being present on such a momentous occasion. He said that fitting tribute had been paid to the traders and explorers of decades ago, and recounted some of his own experiences taken from memory's storehouse, over the same route many many years ago. Many appeared affected at hearing this esteemed personage and there was no doubt as to their affection for the pioneer as they applauded his concluding remarks.

Capt J W Cousins, 82 years young, smiling vigorously, was loath to make an address, his excuse being that "I might split my main brace " Everyone roared! Pressed he gave in and standing before the historic cairn, confessed that this was the first occasion in 60 years on which he was called upon to speak More than sixty years ago, he said, he accompanied a detachment of the 60th Rifles up the Kam River With 20 guides it took nine days to go from the month of the River to Kakabeka Falls, much too long "But they could not handle the hosts" he explained In concluding, he said that a cairn might well have been placed at the Falls, because one and all had to portage there, whether they liked it or not, a remark that drew laughter from everyone

The last speaker was Doctor James Coyne of St Thomas, Ontario, who represented the Historic Sites and Monuments Board In a brilliant address literally crammed with historical data he told of the important part played by canoe in the destiny of the nation Dr Coyne paid his first visit to what is now Fort William in 1871 There were but two houses on the bank of the Kaministiquia In one dwelt the McKellar household in the other the McVicar household He paid a glowing tribute to Peter McKellar, "Your venerable and esteemed citizen and public benefactor founder of your society president for many years and now its honorary president For more than sixty years he has himself been a part of the history of this region It has been my good fortune to have known him ever since my first visit here, in 1871 and I know whereof I speak I am sure that we are all one in the hope that he may be long spared to the community he has so long adorned" In explaining the work of the Board, he said that there were certain rules to be followed Historical events came under three classes, those of local importance, those of provincial importance, and those of national importance In dians, naval and military events came under the federal classification Also it was the aim of the federal government to mark the terminus of every great portage among the foremost of which was the Kam Portage "These stones and tablets are intended to mark the national historic importance of your noble Bay and River," he said "For ages the Kam Portage was used, how long ago he could not tell Perhaps millions of years ago scientists declare through discoveries in strata, in recent years Water for thousands of years provided transportation and for ages a system of transportation north of the Lakes was the birch bark canoe It carried the primitive inhabitants and their primitive belongings He recounted its history, recalled the major events linking Point de Meuron with the past up until the present He said that

it was not his purpose to enter into a history of the great railway companies that followed His main task was to tell the tale briefly and succinctly of nature's wonderful highway of past ages. Everyone who heard him joined in a spontaneous demonstration of applause Space does not permit giving Dr Coyne's address in full

As he closed Peter McKellar with Mrs M. Deacon gently pulled the cord that let fall a huge Union Jack draped over the cairn, exposing the tablet The Flag was loaned for the occasion by N M Patterson. As the Flag fell to the cairn's base all joined in God Save the King

From Point de Meuron automobiles conveyed the gathering to Heath Park, where the second cairn commemorating the turning of the first sods of the C P R., and G T P, Railways was unveiled Inscribed on the tablet were the following significant paragraphs "The mouth of the Kaministiquia, for ages the gateway to canoe traffic with the interior, became later the lake port terminal of great Transcontinental Railways The first sod of the Canadian Pacific Railway was cut by Adam Oliver M P P on the first of June 1875 The first sod of the Grand Trunk Pacific Railway was cut by the Right Honorable Sir Wilfred Laurier Premier of Canada, at the Canadian Pacific Crossing on the 11th of September, 1905 The first grain from the west to reach Fort William arrived in 1883 and was loaded with wheel barrows into the steamers for the east"

The gathering was increased in size by many more residents when ceremonies were opened by a prayer by Rev D McIvor, pastor of First Church United In another brief and interesting address, Mayor Crawford as Chairman paid tribute to the founders of the railway systems He introduced A F Hawkins terminal superintendent of the Canadian Pacific Railway, as the first speaker Mr Hawkins recalled the events of that momentous date in Fort William's history, when the first sod of the C P R. was cut by Adam Oliver, the ceremonies presided over by D D Van Norman and the gala day celebrations in the town In brief he outlined the history of the great railway, of its part in the political history of Canada of the obstacles faced by its builders, how they conquered almost insurmountable barriers, to ultimately give to the Dominion one of the greatest transportation systems in the world He paid tribute to the vision of Sir John A Macdonald to the genius of George Stephen (Lord Mountstephen), and to all the early founders and builders of the railway

He was followed by R S Richardson, terminal superintendent of the Canadian National Railways Fortified with volumes of authentic data, he dealt largely with the cere

monies in connection with the turning of the first sod of the G T P Railway here, Sept. 11, 1905, by Sir Wilfred Laurier Local men who played a part in the events included C H Jackson, C W Jarvis, L L Peltier, Mayor E S Rutledge, S C Young, A Macdougall, Dr Hamilton, James Murphy, Dr Smellie, Rev Father Arpin, F R Morris E A Morton, G A. Knowlton, W Stephenson, W F Hogarth, John King, many of whom have since been called by death He told of the reception given Sir Wilfred, of the long line of carriages thirty one in number, flanked by collegiate cadets and headed by the Fort William band, that made up the procession that journeyed to the scene of the ceremony In addition a train of thirteen coaches and street cars carried thousands of residents to the spot At three forty-one o'clock, Monday afternoon, Sept 11 1905, with a silver spade, now possessed by S C Young, the Premier cut the first sod Mr Richardson recounted the growth of Fort William, in population and in industry since that time

He was followed by Captain McCannel of the S S Assiniboia, who delivered an extremely interesting address on the early days of navigation to the Head of the Lakes

Dr Coyne again spoke, somewhat along the lines of his previous address

The ceremony closed with Peter McKellar and Mrs Deacon unveiling the monument as the gathering sang God Save the King

The work of veiling the cairn was in charge of E Bass

DINNER IN HONOR OF DR JAMES COYNE
SEPT 18, 1928

(From the Times Journal)

A delightful informal dinner party was held last night at the Avenue Hotel under the auspices of the Fort William Historical Society in honor of Dr James Coyne, following the unveiling of the historic monuments here Miss M J L Black, president of the society presided, with the guest of honor at her left hand, and after coffee had been served called upon a few of the local guests to speak before Dr Coyne, the speaker of the evening

A J Boreham responded to the toast of the Railways and spoke of the fulfilment of the prophecies of the Fathers of Confederation regarding a railway from ocean to ocean, but he saw the end of railway travel since television would soon bring all the scenery that is now visited by rail to a man sitting in his armchair at home

G R Duncan replied to the toast, Industrial Fort William pointing out the great fundamentals for industries possessed by this city in raw material, power, transportation and water supply

The toast of the Historical Society brought John King to his feet, who said that the members of the society were not so numerous, but were made of good stuff Dr Coyne however had shown them that they still had history to learn about their own surroundings He ended by giving personal recollections of his own connection with railway building in Canada

In commencing his address, Dr Coyne extended greetings from the Elgin Historical Society to its Thunder Bay sister Elgin was one of the earliest societies organized antedating even the provincial society Dr Coyne added that the Thunder Bay Society is one of the best known in Ontario, and its president Miss Black and its Past President Peter McKellar have a name and fame not confined to Fort Witham An interesting feature of this speech was the reading of a letter written by Dr Coyne during a visit to Thunder Bay on the Chicora, Capt McGregor, in 1871 just after the passing through of the Red River expedition One of the prominent objects at Prince Arthur's Landing was the stockade built by Wotseley's soldiers, while the Chicora had to anchor outside the bar at the mouth of the Kam River and deliver its cargo by boat Thus said Dr Coyne, I am one of the oldest of old timers in Fort William He also recalled a later visit to Fort William, when he and his friend were walking be

tween two strings of box cars in the yards, on their way to the hotel when they were suddenly met by a racing elephant, and quickly took shelter between the cars Presently they met a man, who calmly asked if they had seen an elephant, as if they were native to the town It had escaped from a circus, and was later found mired on the way to Port Arthur In conclusion, the speaker hoped that both the cities at the Head of the Lakes would realize their hopes for the future

The list of guests were as follows: Miss Black, Dr Coyne Mrs M Deacon, Mrs G A Graham, Mrs, E, F Jarvis, R, S, Richardson, Mr. and Mrs C W Jarvis, Mrs C, H, Kirkup, Miss Charlotte Wiegand, Miss Pamphylon, Mrs N A Archer, Mrs J A Clark, Miss Lenore Clark, Mr and Mrs A J, Boreham Mr and Mrs S C Young, Capt McCannel, Miss Leila Pritchard, Mr and Mrs. G R Duncan, Mrs A, D, Stewart F F Duncan, Miss Mildred Turner, Mrs A F Crowe Mrs, E G Copping, Miss Marjorie Copping John King, Miss Robin and J R Lumby

A WEEK ON LAKE SUPERIOR
(In July, 1871)

BY J. H COYNE

(From the St Thomas Journal, 1871)

Thunder Bay is about 25 miles long and 15 miles wide and its whole expanse can be seen from the deck of the steamer Just west of us, as we lay at anchore, (July 19 1871), were the flat, sandy shore, and the cluster of new frame houses which is called Prince Arthur's Landing The houses are between thirty and forty in number, nearly all of which have been erected within the last year The village is the terminus of the Dawson Road leading to Fort Garry and seems bound to go ahead A few miles to the south of us, opposite the mouths of the Kaministiquia, are two pretty little wooded islands called Welcome Islands Ten miles farther south we see a number of high rocky islands running off in a south-westerly direction from Thunder Cape Just across the entrance of the Bay is the fantastic Pie Island eight miles long and five miles wide, and very lofty its western extremity being a mountain perfectly round, with its walls rising perpendicular on every side to a height of 850 feet This mountain is called the Pie, from its resemblance in shape to an enormous meat pie Through the gaps between the islands, is dimly deserned Isle Royale, 40 or 50 miles to the south of us Directly across the Bay, 15 miles distant from us, Thunder Cape towers grandly above every other object in sight, presenting the appearance of a gigantic stairway, rising gradually from the point opposite Pie Island, by six or seven steps each upwards of two hundred feet high, to an elevation of 1850 feet above the lake On its northern side the mountain breaks off rather abruptly and is succeeded by a lower range of mountains which wall in the glorious bay as far as the eye can reach Westward from Pie Island and just back from Fort William we see McKay's Mountain, an extensive plateau rising perpendicular from the river bank to the height of 1,000 feet Behind this again is mountain after mountain running off to the west, until they are lost in the distance The whole view from Prince Arthur's Landing is one of magnificent grandeur

During the morning a number of us embarked in a small tug, commanded by an Indian captain for Fort William This is situated on the north bank of the Kaministiquia River, about a mile from its mouth, and comprises but one or two houses besides the Hudson's Bay Company's fort and store Opposite, on the south bank, we observed an Indian village of bark wigwams and canvas tents The Indians of this region

are much darker than those of the Thames and Grand Rivers. Scores of canoes were drawn up on either bank, and in the river were several manned by their swarthy owners. The regular Chippewa salutation is a corruption of the French Bon Jour, and when we shouted it across the river to the occupants of the wigwams, they returned it heartily, laughing, as if they considered it a good jest. The river is one of great beauty, being bordered with lovely green meadows and long-armed trees, which sometimes seem almost to shake hands across the clear water. The banks are low, flat, and exceedingly fertile. All sorts of grain are cultivated with good success in the river valley. When the sand bar at the mouth of the river is dredged out, the stream will be navigable for the very largest lake vessels to a distance of twelve or fourteen miles. We walked about a mile up the river from the Fort, admiring the beautiful water, the graceful canoes, the rich fields, and the frowning mountains, but the extreme heat of mid-day, and the insolent familarity of the black flies, which would persist in forcing themselves upon our notice, compelled us to retrace our steps to the Fort, where we again went on board the tug and returned to the Chicora. After dinner I went ashore at the Landing Here, and also at Silver Islet settlement, Messrs. Blackwood and Sons of Wallaceburg have established themselves in business as general merchants, and have succeeded well in their enterprise. The only object of special note at the Landing is a stockade built by the Red River Expeditionary Force last year as a storehouse. It consists of an earth work, guarded with palisades, and surrounded by a moat. At 5 p.m. we weighed anchor and steamed to the mouth of the Kaministiquia, where we again anchored for three hours, whilst a small boat was sent up to Fort William for the mails. Meanwhile we witnessed a very heavy shower in the direction of Pie Island, though not a drop fell in our neighborhood; and the gorgeousness of the sunset was rivalled by the strange beauty of the rainbow between us and the Pie, the brilliant variety of colors in the rainbow being in fine contrast with the black mass of basalt in the background. At last, about 8 p.m., we started in earnest for Duluth. Passing by Welcome Island, we had one of the grandest views imaginable. Thunder Cape had changed its form as if by magic, and now looked like the extended body of an enormous giant lying on his back, with arms folded on his breast, the round elevation to the north appearing to be the head. Far to the north was the long array of mountain bluffs extending one after another all around the bay. Numerous fires in the woods along the shores cast a smoky haze around their immediate neighborhoods. Westward, Prince Arthur's Landing nestled at the foot

of a range of mountains, which had been hidden by the woods when we lay near the village Southward, between Pie Island and Welcome Islands, was a long vista, extending towards Pigeon River, of lofty islands and mountainous shores, of gigantic rocky bluffs, and dark, receding coves, full of a solemn grandeur, which filled one with awe, and reverence, and wonder; while overhead the clouds marshalled their forces black and threatening, as if about to storm the great Thunder Cape with all the artillery of heaven. Far to the southeast Isle Royale, wrapt in a dim haze of blue slumbered peacefully on the bosom of the mighty lake. It is said that on the top of the three highest mountains of Thunder Bay there is a lake of clear water, large in size, and of great depth. The Indians have a legend that the thunder is a huge bird having its home on Thunder Cape, where it hatches the lightnings. They say that a thunder storm in the Bay is something terribly grand, each mountain sending back the thunder peals in deafening reverberations. But the sight of a storm was denied us, for the clouds swept by and left the sky clear again, and soon we were on the broad bosom of Superior, with the darkness growing thick around us, and the cold wind blowing across the water.

ADDRESS OF JAMES H. COYNE AT FORT WILLIAM, ONT

SEPT 18, 1928

AT THE UNVEILING OF THE CAIRNS IN HEATH PARK IN THE CITY, AND AT THE KAMINISTIQUIA PORTAGE

On sites donated by Lieut.-Col. Samuel C. Young and the City of Fort William respectively, these cairns have been erected by the Department of the Interior for Canada upon the recommendation of the Historic Sites and Monuments Board, whom I have the honor to represent, and I bring you their greetings, firstly to The Thunder Bay Historical Society, for undertaking the programme for the formal ceremonials, and the City of Fort William for its hearty co-operation, and also to the sister city of Port Arthur, whose historic cairn has already been dedicated. These stones and tablets are intended to mark the national historic importance of your noble bay and river. Your Historical Society has done much to preserve and transmit their story to future generations. Its work is entitled to public recognition and appreciation, and the gratitude of this and future ages. It is fitting on this occasion to offer special felicitations to your venerable and esteemed citizen and public benefactor, founder of the Society, President for many years and now its Honorary President, Mr. Peter McKellar. For more than sixty years he has himself been a part of the history of the region. It has been my good fortune to have known him ever since my first visit to Fort William in 1871, and I know whereof I speak. I am sure we are all one in the hope that he may be long spared to the community he has so long adorned.

The memorial erected at Fort William twelve years ago through local effort commemorated famous explorers. It is a connecting link between the cairns which engage our attention to-day. These mark the oldest and the latest phase of your local history.

At Point de Meuron, for countless ages, was the meeting place in primitive travel and traffic, of the aborigines of the great plains and the great lakes. Such a place of meeting the Kaministiquia River remained after the coming of the French and then the British explorers and traders, with little or no change in its main significance, until a time within the memory of persons here present.

But with the turning of the first sod at Fort William of the Canadian Pacific Railway, in 1875, and of the Grand Trunk Pacific in 1905 came a new world, the modern Canada.

This Canada of ours, with its marvellous transportation systems, opening up the great wheat belts of the plains, and later the mining areas of the pre-Cambrian belt, and the vast forests of Ontario and British Columbia, linking the commerce of the world, and constituting, in their main trunk lines, two of the greatest of the world's highways, while their branches, like a huge net work, cover half the continent. So rapid a national development within the compass of a single life is perhaps unequalled in the annals of time. The importance of the Kaministiquia and Thunder Bay in Canada's development could not be more clearly indicated than by the fact, that here were begun two trans-continental transportation systems of such gigantic national and international significance.

Who discovered Thunder Bay and the Kaministiquia River? Probably the brothers-in-law Medard Chouart des Groseilliers and Pierre Esprit Radisson, famous coureurs de bois, coming across the lake from the southwest. Trading among the Sioux the deadly enemies of the Crees, who occupied the North shore, they had persuaded them to agree to a peace. The Crees received the Frenchmen with great rejoicings. Arriving in a bay, perhaps near where we are gathered, the peacemakers were carried in triumph on the shoulders of their hosts, seated in their canoe "like a couple of cocks in a Basquett," to use Radisson's own quaint phrase. Was it Thunder Bay?

The first map of Lake Superior was the Jesuits' map of 1671. It shows a fair acquaintance with Thunder Bay. The three mouths of the Kaministiquia are clearly indicated, together with the beginning of the long portage and its estimated length. On whose information did the missionaries act? No other source is suggested. We may reasonably infer that the two coureurs de bois were here in 1662 first of Europeans to penetrate the Bay and River and perhaps also first to use the portage.

Possibly it was in this bay also that they gathered together the 400 Cree canoes, loaded with furs for Three Rivers whose assemblage is noted by Radisson. Many picturesque pageants cross the pages of the bay's history.

The first European settlement at Fort William if it can be so called was the trading post established by Dulhut in 1679 at or near the mouth of the Kaministiquia. Doubt has been thrown upon the identity of the river mentioned by him, but it may be reasonably accepted that he intended the stream still known by the name. The best part of the fur trade was being menaced by the newly formed Hudson's Bay Company. The situation was urgent. The Indians must be intercepted on their way to the great bay and encouraged to come to the

Lake A chain of posts between the lake and Hudson Bay was accordingly established by the French In 1679 then, may be dated the beginning of the Twin Cities of Thunder Bay as a trade centre, about 250 years ago

The post was renewed from time to time It became Fort Kaministiquia in 1688 under Jacques de Noyon and 1717 under Zacharie Robutel de la Noue From the head of canoe navigation on the river, the long portage and canoe route ran towards the western plains by way of Dog Lake, although there were doubtless several trails with the same general direction and object

Before the end of the 17th century, according to a contemporary writer, no less than 3,000 traders, trappers and their families were assembled at the Kaministiquia Fort which had already become the chief entrepot of the Northwest fur trade

Noyon, in 1688 or afterwards, was probably the first European to travel over the long portage from the Kaministiquia to the Lake of the Woods, and perhaps beyond

A generation had passed before a since famous rival trade route became known to the French eclipsing for a time that by Dog Lake

It was about 1722 that the Grand Portage from the Pigeon River began to be commonly used But from time to time the old route was still followed as by the celebrated La Verendrye and his sons in 1731 With the conquest of Canada in 1759 the fur trade passed to the British Montreal merchants immediately began to take over the French Canadian traders and voyageurs and to spread them farther and farther over the Northwest A number organized themselves into companies, such as the "Northwest Fur Company", and the "X Y Company" The rivalry for possession of the trade grew more and more acute, the Hudson's Bay Company also extending its operations more widely throughout the West, and the competing companies building post for post side by side at many points

The American Revolution had its effect upon Thunder Bay The Grand Portage was no longer exclusively British Accordingly, the Northwest Company transferred its headquarters to the Kaministiquia River, and built Fort William, famous in history Then the long portage resumed its ancient importance It would be a long and extremely interesting story to tell of the boisterous rollickings at the Fort of officers and voyageurs from Montreal with the "Northwesters" from the plains The Northwesters lived on corn meal and water alone and scorned the effeminate voyageurs, the "mangeurs de lard," or "pork-eaters," who mixed pork with their corn

to make it palatable The revelries of the great dining hall at the Fort have been so fully described by Washington Irving and others as to require no further mention by me

Nor can I dwell upon the Red River troubles of 1812-16, the rival forts, the vicissitudes of their bitter, oppressive and bloody warfare, where Winnipeg now stands I can only mention the struggles of the stout-hearted and unfortunate Earl of Selkirk his hastening to the defence of his settlers on Red River, his capture of Fort William, and arrest of its officers, his construction in 1816 of the Hudson's Bay fort at Point de Meuron, where the long portage began, his wintering there with his armed force of 250 men largely of the de Meuron regiment whose name was given to the Point, his subsequent misfortunes and early death In Highland settlements in old Ontario the tragic story is still told of the trials and sufferings of the Selkirk settlers on the long, long trail from York factory to Red River, and again from Red River to Aldborough Chinguacousy and other Scots settlements a hundred years ago

But the Red River war ended from exhaustion and it was here within the walls of Fort William, that peace was made and the North West Company was finally amalgamated with the Hudson's Bay Company in 1821 The story of the consummation may be read in full in the valuable publications of the Thunder Bay Historical Society

Thenceforward the history of the long portage is peaceful enough for nearly half a century The history of the Fort was that of the Hudson's Bay post everywhere At certain times of the year, as in the old French days thousands of Indians, traders and voyageurs, might be seen around the fort The river and bay were covered with birch canoes Indians of various tribes, gaudily painted in white black blue and vermilion, pitched their bark tents across the river or squatted lazily around the fort In the great hall, traders and voyageurs held high revelry, to be renewed by the chief traders at Beaver Hall when the fur-laden flotillas arrived in Montreal Otherwise life was quiet enough There was no daily mail The first mail from Canada consisting of two letters and three papers, arrived in 1858 The "Rescue," one of the first steamers to enter Thunder Bay, brought it. Prior thereto, letters came by way of York Factory from England, once or perhaps twice a year

It was in 1869 that Simon J Dawson began construction of the Dawson Road, to Lake Shebandowan This, the first road to the westward, facilitated the transportation of Col Garnet Wolseley's Red River Expedition in 1870, when 1400 men with its aid traversed the distance to Fort Garry with

a rapidity that amazed military men, and speeded that great leader (afterwards Field Marshal Lord Wolseley) on the road to fame and fortune in his chosen profession By that road from Prince Arthur's Landing, later called Port Arthur, immigrants bound westward made their way to Fort Garry and Winnipeg until the completion of the Canadian Pacific Railway to Winnipeg rendered it no longer necessary for the purpose In 1881 Fort William ceased to be a trading post of the Hudson's Bay Company, and the history of the long portage came to an end

It is not my purpose to enter into the history of the great railway companies, great as is that record of masterly conception, daring adventure skilful organization, engineering genius and administrative and ultimately financial success My main task was to tell the tale briefly and succinctly of nature's wonderful highway of past ages, extending beyond the range of historic record, down to a time within the memory of some of us now here until superseded by the wonderful achievements of the 19th and 20th centuries

For ages, the one system of transportation north of the lakes was by birch-bark canoe It carried the primitive inhabitants and their primitive belongings Their journeys were of necessity directed along the waterways and by portage over short or longer connecting links America is one vast network of innumerable lakes, great and small and branching streams almost interlacing each other For many thousands of miles in all these are navigable for vessels of varying draught Primitive races dwelt near water and, down to comparatively recent times their journeys and trafficking were mainly by water Alike for deep and shallow for carrying round falls, through woods and over steep and stony paths for riding the waves and avoiding the rocks of lake and river, for running and stemming rapids, a special type of boat was required For the purpose, nothing devised by man has equalled that marvel of design and construction of lightness and strength of grace and beauty, the birch bark canoe of the Algonquin races

Champlain discovered its necessity in 1603 at Montreal, when he vainly tried to ascend the Lachine Rapids, and made up his mind to trust to the canoe for further discovery and exploration Since then, what has the canoe achieved? Let me briefly summarize

Through the alliance with the Algonquin races, the French acquired a monopoly of the birch canoe With its aid and Algonquin guides, the French were enabled to be the first to discover and explore the North American continent along

the great river systems east of the Rockies, including the St Lawrence, the Mississippi and the upper stretches of those discharging into Hudson's Bay.

Thereby they added to the dominions of the French monarch as well the vast river basins as the western prairie lands, while the English were still confined almost exclusively to the comparatively narrow strip between the Appalachians and the sea.

Through the birch canoe, the valuable fur-trade became the monopoly of the French until the coming of the Hudson's Bay Company. That great English Company owed its origin to the suggestion and assistance of Chouart and Radisson who had forsaken their own king and gone over to King Charles II of England carrying with them their knowledge of the upper country around Lake Superior and their experience of Indians and Indian ways of trade and barter. With the aid of the canoe, French and British in succession penetrated to the remotest parts, to the Rockies, the Arctic and Pacific Oceans, and planted their forts or trading posts in every important centre of native travel. Through this form of occupation, the British title to the northern half of the continent became complete through cession by the French king of his rights in 1763.

Through the canoe, missionary enterprise accompanied or followed the traders and natives throughout the west and northwest to the limits of human habitation, communication was maintained between the scattered trading posts and the central administration in London, and the flag and laws and allegiance of the empire were carried to the most distant regions opened to trade.

But the northern half of the continent remained isolated in sentiment from the Thirteen Colonies, a separate racial, political and religious entity. The American Revolution left it still British from choice, and varied historical tradition and experience. But for the previous occupation of the northwest, it is more than possible that the United States might have claimed and been accorded the whole. Britain would have lost her transcontinental communications. The British empire, as it exists, would have been an impossibility. Imagination may extend indefinitely our national indebtedness to the birch canoe.

In any case, it is to the birch canoe that the early discovery and exploration of your river and bay and of the Great Plains beyond was due. The portage was the "carrying place" of the canoe and its burden. And so, in commemorating the carrying place we are paying a belated honor to that lightest, most beautiful and most graceful of water conveyances, the birch bark canoe.

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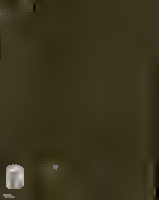

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Задание

Вариант 1

Вариант 2

Вариант 3

Вариант 4

Вариант 5

Вариант 6

Вариант 7

Вариант 8

Вариант 9

Вариант 10

Вариант 11

Вариант 12

Вариант 13

Вариант 14

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Agreement

Between

Board of Education

Of the

City School District

Of the

City of Albany

And

Albany Teachers Association

Effective

July 1, 2019

Through

June 30, 2022

[redacted]

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  <meta name="keywords" content="HTML, CSS, JavaScript" />
  <meta name="author" content="John Doe" />
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        <li><a href="#">About</a></li>
        <li><a href="#">Contact</a></li>
      </ul>
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    <p>This is a paragraph of text.</p>
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  </main>
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    <p>&copy; 2023 My Website</p>
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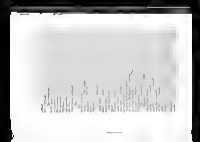

Author Name
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Author Name

The new complex of the Medical School was opened on the 1st October, 1928, by Sir Thomas Horder, M.D., F.R.C.P., Physician to His Majesty the King. The Medical School is now housed in the new buildings on the Hospital site, and the Dental School in the old premises in Leicester Square.

The Medical School is open to men and women. The minimum age of admission is 18 years. Students must have passed the Matriculation Examination of the University of London, or an equivalent examination, before they can be admitted to the School. Students who have not passed the Matriculation Examination of the University of London, or an equivalent examination, may be admitted to the School, but they must pass the Matriculation Examination before they can be admitted to the First Examination for the Degree of M.B., B.S. of the University of London. Students who have passed the Matriculation Examination of the University of London, or an equivalent examination, may be admitted to the School, but they must pass the First Examination for the Degree of M.B., B.S. of the University of London before they can be admitted to the Second Examination for the Degree of M.B., B.S. of the University of London. Students who have passed the First Examination for the Degree of M.B., B.S. of the University of London may be admitted to the School, but they must pass the Second Examination for the Degree of M.B., B.S. of the University of London before they can be admitted to the Third Examination for the Degree of M.B., B.S. of the University of London. Students who have passed the Second Examination for the Degree of M.B., B.S. of the University of London may be admitted to the School, but they must pass the Third Examination for the Degree of M.B., B.S. of the University of London before they can be admitted to the Final Examination for the Degree of M.B., B.S. of the University of London. Students who have passed the Third Examination for the Degree of M.B., B.S. of the University of London may be admitted to the School, but they must pass the Final Examination for the Degree of M.B., B.S. of the University of London before they can be admitted to the Degree of M.B., B.S. of the University of London.

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Preface
Introduction
Chapter 1
Chapter 2
Chapter 3
Chapter 4
Chapter 5
Chapter 6
Chapter 7
Chapter 8
Chapter 9
Chapter 10
Chapter 11
Chapter 12
Chapter 13
Chapter 14
Chapter 15
Chapter 16
Chapter 17
Chapter 18
Chapter 19
Chapter 20
Chapter 21
Chapter 22
Chapter 23
Chapter 24
Chapter 25
Chapter 26
Chapter 27
Chapter 28
Chapter 29
Chapter 30
Chapter 31
Chapter 32
Chapter 33
Chapter 34
Chapter 35
Chapter 36
Chapter 37
Chapter 38
Chapter 39
Chapter 40
Chapter 41
Chapter 42
Chapter 43
Chapter 44
Chapter 45
Chapter 46
Chapter 47
Chapter 48
Chapter 49
Chapter 50
Chapter 51
Chapter 52
Chapter 53
Chapter 54
Chapter 55
Chapter 56
Chapter 57
Chapter 58
Chapter 59
Chapter 60
Chapter 61
Chapter 62
Chapter 63
Chapter 64
Chapter 65
Chapter 66
Chapter 67
Chapter 68
Chapter 69
Chapter 70
Chapter 71
Chapter 72
Chapter 73
Chapter 74
Chapter 75
Chapter 76
Chapter 77
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Chapter 79
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Chapter 81
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Chapter 87
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Chapter 90
Chapter 91
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Chapter 98
Chapter 99
Chapter 100
Chapter 101
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Chapter 117
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Chapter 120
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Chapter 128
Chapter 129
Chapter 130
Chapter 131
Chapter 132
Chapter 133
Chapter 134
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Chapter 136
Chapter 137
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#define
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Indian

WILL OF [illegible]

In the Name Whereas I [illegible] of [illegible] [illegible] Esquire [illegible] Do make and ordain this my last Will and Testament in manner following [illegible] [illegible] [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

THE CALCUTTA SECURITY PRESS

CONSTITUTION (SECOND AMENDMENT) ACT, 1952

ACT NO. 22 OF 1952

[5th May, 1952.]

An Act further to amend the Constitution of India.

BE it enacted by Parliament as follows:—

1. (1) This Act may be called the Constitution (Second Amendment) Act, 1952.

(2) It shall come into force on such date as the Central Government may, by notification in the Official Gazette, appoint.

2. In the Second Schedule to the Constitution, in paragraph 2, for the proviso, the following proviso shall be substituted, namely:—

"Provided that, in the case of the House of the People, the representation of each State shall be such that the ratio between that number and the population of the State is, so far as practicable, the same for all States."

3. In the Fourth Schedule to the Constitution, in the table, for the entries relating to Assam, Bihar, Bombay, Madhya Pradesh, Madras, Orissa, Punjab, Uttar Pradesh, West Bengal, Delhi, Himachal Pradesh, Manipur and Tripura, the following entries shall be substituted, namely:—

"Assam	14
Bihar	39
Bombay	29
Madhya Pradesh	20
Madras	34
Orissa	10
Punjab	12
Uttar Pradesh	70
West Bengal	24
Delhi	4
Himachal Pradesh	1
Manipur	1
Tripura	1

4. In the Fifth Schedule to the Constitution, in the table, for the entries relating to Assam, Bihar, Bombay, Madhya Pradesh, Madras, Orissa, Punjab, Uttar Pradesh, West Bengal, Delhi, Himachal Pradesh, Manipur and Tripura, the following entries shall be substituted, namely:—

"Assam	7
Bihar	22
Bombay	16
Madhya Pradesh	12
Madras	18
Orissa	5
Punjab	6
Uttar Pradesh	34
West Bengal	12
Delhi	2
Himachal Pradesh	1
Manipur	1
Tripura	1

Notice of Motion

In the Supreme Court of Judicature at Fort William in Bengal

In the matter of the Petition of Nundocomar for a Writ of Habeas Corpus

Take notice that I shall move this Honourable Court on Monday next, the 8th day of May 1775, or as soon thereafter as counsel can be heard, for a Writ of Habeas Corpus directed to the Sheriff of Calcutta, commanding him to bring before this Court the body of Nundocomar, now confined in the Sheriff's custody, together with the cause of his detention, that the same may be inquired into and such order made thereupon as to this Court shall seem just.

And I shall also move that the said Nundocomar be admitted to bail pending the hearing of the said Writ.

Dated this 5th day of May 1775.

Yours &c.,

Elijah Impey
Attorney for the Petitioner

To the Sheriff of Calcutta

[redacted]

[redacted]

[redacted]

[illegible] [illegible] [illegible] [

JS 44 (Rev. 08/18) CIVIL COVER SHEET

The JS 44 civil cover sheet and the information contained herein neither replace nor supplement the filing and service of pleadings or other papers as required by law, except as provided by local rules of court. This form, approved by the Judicial Conference of the United States in September 1974, is required for the use of the Clerk of Court for the purpose of initiating the civil docket sheet. (SEE INSTRUCTIONS ON NEXT PAGE OF THIS FORM.)

I. (a) PLAINTIFF(S)

DEFENDANT(S)

(b) County of Residence of First Listed Plaintiff

County of Residence of First Listed Defendant

(EXCEPT IN U.S. PLAINTIFF CASES)

(IN U.S. PLAINTIFF CASES ONLY)

NOTE: IN LAND CONDEMNATION CASES, USE THE LOCATION OF THE TRACT OF LAND INVOLVED.

(c) Attorneys (Firm Name, Address, and Telephone Number)

Attorneys (If Known)

II. BASIS OF JURISDICTION (Place an "X" in One Box Only)

1 U.S. Government Plaintiff

2 U.S. Government Defendant

3 Federal Question (U.S. Government Not a Party)

4 Diversity (Indicate Citizenship of Parties in Item III)

III. CITIZENSHIP OF PRINCIPAL PARTIES (Place an "X" in One Box for Plaintiff and One Box for Defendant)

	PTF	DEF		PTF	DEF
Citizen of This State	1	1	Incorporated or Principal Place of Business In This State	4	4
Citizen of Another State	2	2	Incorporated and Principal Place of Business In Another State	5	5
Citizen or Subject of a Foreign Country	3	3	Foreign Nation	6	6

IV. NATURE OF SUIT (Place an "X" in One Box Only)

CONTRACT	TORTS	FORFEITURE/PENALTY	BANKRUPTCY	OTHER STATUTES
110 Insurance	PERSONAL INJURY	625 Drug Related Seizure of Property 21 USC 881	422 Appeal 28 USC 158	375 False Claims Act
120 Marine	310 Airplane	690 Other	423 Withdrawal 28 USC 157	376 Qui Tam (31 USC 3729(a))
130 Miller Act	315 Airplane Product Liability	LABOR	PROPERTY RIGHTS	400 State Reapportionment
140 Negotiable Instrument	320 Assault, Libel & Slander	710 Fair Labor Standards Act	820 Copyrights	410 Antitrust
150 Recovery of Overpayment & Enforcement of Judgment	330 Federal Employers' Liability	720 Labor/Management Relations	830 Patent	430 Banks and Banking
151 Medicare Act	340 Marine	740 Railway Labor Act	835 Patent - Abbreviated New Drug Application	450 Commerce
152 Recovery of Defaulted Student Loans (Excludes Veterans)	345 Marine Product Liability	751 Family and Medical Leave Act	840 Trademark	460 Deportation
153 Recovery of Overpayment of Veteran's Benefits	350 Motor Vehicle	790 Other Labor Litigation	880 Defend Trade Secrets Act of 2016	470 Racketeer Influenced & Corrupt Organizations
160 Stockholders' Suits	355 Motor Vehicle Product Liability	791 Employee Retirement Income Security Act	SOCIAL SECURITY	480 Consumer Credit
190 Other Contract	360 Other Personal Injury	IMMIGRATION	861 HIA (1395ff)	485 Telephone Consumer Protection Act
195 Contract Product Liability	362 Personal Injury - Medical Malpractice	462 Naturalization Application	862 Black Lung (923)	490 Cable/Sat TV
196 Franchise	CIVIL RIGHTS	465 Other Immigration Actions	863 DIWC/DIWW (405(g))	850 Securities/Commodities/Exchange
REAL PROPERTY	440 Other Civil Rights	PRISONER PETITIONS	864 SSID Title XVI	890 Other Statutory Actions
210 Land Condemnation	441 Voting	Habeas Corpus:	865 RSI (405(g))	891 Agricultural Acts
220 Foreclosure	442 Employment	463 Alien Detainee	FEDERAL TAX SUITS	893 Environmental Matters
230 Rent Lease & Ejectment	443 Housing/Accommodations	510 Motions to Vacate Sentence	870 Taxes (U.S. Plaintiff or Defendant)	895 Freedom of Information Act
240 Torts to Land	445 Amer. w/Disabilities - Employment	530 General	871 IRS—Third Party 26 USC 7609	896 Arbitration
245 Tort Product Liability	446 Amer. w/Disabilities - Other	535 Death Penalty		899 Administrative Procedure Act/Review or Appeal of Agency Decision
290 All Other Real Property	448 Education	Other:		950 Constitutionality of State Statutes
		540 Mandamus & Other		
		550 Civil Rights		
		555 Prison Condition		
		560 Civil Detainee - Conditions of Confinement		

V. ORIGIN (Place an "X" in One Box Only)

1 Original Proceeding

2 Removed from State Court

3 Remanded from Appellate Court

4 Reinstated or Reopened

5 Transferred from Another District (specify)

6 Multidistrict Litigation - Transfer

8 Multidistrict Litigation - Direct File

VI. CAUSE OF ACTION

Brief description of cause:

VII. REQUESTED IN COMPLAINT

CHECK IF THIS IS A CLASS ACTION UNDER RULE 23, F.R.Cv.P.

DEMAND $

CHECK YES only if demanded in complaint:

JURY DEMAND: Yes No

VIII. RELATED CASE(S) IF ANY

(See instructions):

JUDGE

DOCKET NUMBER

DATE

SIGNATURE OF ATTORNEY OF RECORD

FOR OFFICE USE ONLY

RECEIPT #

AMOUNT

APPLYING IFP

JUDGE

MAG. JUDGE

Introduction 1
Chapter One 3
Chapter Two 7
Chapter Three 12
Chapter Four 18
Chapter Five 24
Chapter Six 31
Chapter Seven 37
Chapter Eight 44
Chapter Nine 51
Chapter Ten 58
Chapter Eleven 65
Chapter Twelve 72
Chapter Thirteen 79
Chapter Fourteen 86
Chapter Fifteen 93
Chapter Sixteen 100
Chapter Seventeen 107
Chapter Eighteen 114
Chapter Nineteen 121
Chapter Twenty 128
Chapter Twenty-One 135
Chapter Twenty-Two 142
Chapter Twenty-Three 149
Chapter Twenty-Four 156
Chapter Twenty-Five 163
Chapter Twenty-Six 170
Chapter Twenty-Seven 177
Chapter Twenty-Eight 184
Chapter Twenty-Nine 191
Chapter Thirty 198
Chapter Thirty-One 205
Chapter Thirty-Two 212
Chapter Thirty-Three 219
Chapter Thirty-Four 226
Chapter Thirty-Five 233
Chapter Thirty-Six 240
Chapter Thirty-Seven 247
Chapter Thirty-Eight 254
Chapter Thirty-Nine 261
Chapter Forty 268
Chapter Forty-One 275
Chapter Forty-Two 282
Chapter Forty-Three 289
Chapter Forty-Four 296
Chapter Forty-Five 303
Chapter Forty-Six 310
Chapter Forty-Seven 317
Chapter Forty-Eight 324
Chapter Forty-Nine 331
Chapter Fifty 338
Chapter Fifty-One 345
Chapter Fifty-Two 352
Chapter Fifty-Three 359
Chapter Fifty-Four 366
Chapter Fifty-Five 373
Chapter Fifty-Six 380
Chapter Fifty-Seven 387
Chapter Fifty-Eight 394
Chapter Fifty-Nine 401
Chapter Sixty 408
Chapter Sixty-One 415
Chapter Sixty-Two 422
Chapter Sixty-Three 429
Chapter Sixty-Four 436
Chapter Sixty-Five 443
Chapter Sixty-Six 450
Chapter Sixty-Seven 457
Chapter Sixty-Eight 464
Chapter Sixty-Nine 471
Chapter Seventy 478
Chapter Seventy-One 485
Chapter Seventy-Two 492
Chapter Seventy-Three 499
Chapter Seventy-Four 506
Chapter Seventy-Five 513
Chapter Seventy-Six 520
Chapter Seventy-Seven 527
Chapter Seventy-Eight 534
Chapter Seventy-Nine 541
Chapter Eighty 548
Chapter Eighty-One 555
Chapter Eighty-Two 562
Chapter Eighty-Three 569
Chapter Eighty-Four 576
Chapter Eighty-Five 583
Chapter Eighty-Six 590
Chapter Eighty-Seven 597
Chapter Eighty-Eight 604
Chapter Eighty-Nine 611
Chapter Ninety 618
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Chapter Ninety-Two 632
Chapter Ninety-Three 639
Chapter Ninety-Four 646
Chapter Ninety-Five 653
Chapter Ninety-Six 660
Chapter Ninety-Seven 667
Chapter Ninety-Eight 674
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Chapter One Hundred 688
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Chapter One Hundred Four 716
Chapter One Hundred Five 723
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Chapter One Hundred Eight 744
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Chapter One Hundred Seventeen 807
Chapter One Hundred Eighteen 814
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Chapter One Hundred Thirty-Nine 961
Chapter One Hundred Forty 968
Chapter One Hundred Forty-One 975
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Chapter One Hundred Forty-Three 989
Chapter One Hundred Forty-Four 996
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Chapter One Hundred Forty-Six 1010
Chapter One Hundred Forty-Seven 1017
Chapter One Hundred Forty-Eight 1024
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Chapter One Hundred Fifty 1038
Chapter One Hundred Fifty-One 1045
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Chapter One Hundred Fifty-Three 1059
Chapter One Hundred Fifty-Four 1066
Chapter One Hundred Fifty-Five 1073
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Chapter One Hundred Fifty-Seven 1087
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Chapter One Hundred Fifty-Nine 1101
Chapter One Hundred Sixty 1108
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Chapter One Hundred Sixty-Two 1122
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Chapter One Hundred Sixty-Four 1136
Chapter One Hundred Sixty-Five 1143
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Chapter One Hundred Sixty-Nine 1171
Chapter One Hundred Seventy 1178
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Chapter One Hundred Seventy-Two 1192
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Chapter One Hundred Ninety-Eight 1374
Chapter One Hundred Ninety-Nine 1381
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Chapter Two Hundred Seventeen 1507
Chapter Two Hundred Eighteen 1514
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Chapter Two Hundred Twenty 1528
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Chapter Two Hundred Twenty-Two 1542
Chapter Two Hundred Twenty-Three 1549
Chapter Two Hundred Twenty-Four 1556
Chapter Two Hundred Twenty-Five 1563
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Chapter Two Hundred Thirty 1598
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Chapter Two Hundred Thirty-Nine 1661
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Chapter Two Hundred Forty-Eight 1724
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Chapter Two Hundred Fifty-Three 1759
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Chapter Two Hundred Fifty-Five 1773
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Chapter Two Hundred Fifty-Eight 1794
Chapter Two Hundred Fifty-Nine 1801
Chapter Two Hundred Sixty 1808
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Chapter Two Hundred Sixty-Two 1822
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Chapter Two Hundred Sixty-Five 1843
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Chapter Two Hundred Sixty-Seven 1857
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Chapter Two Hundred Sixty-Nine 1871
Chapter Two Hundred Seventy 1878
Chapter Two Hundred Seventy-One 1885
Chapter Two Hundred Seventy-Two 1892
Chapter Two Hundred Seventy-Three 1899
Chapter Two Hundred Seventy-Four 1906
Chapter Two Hundred Seventy-Five 1913
Chapter Two Hundred Seventy-Six 1920
Chapter Two Hundred Seventy-Seven 1927
Chapter Two Hundred Seventy-Eight 1934
Chapter Two Hundred Seventy-Nine 1941
Chapter Two Hundred Eighty 1948
Chapter Two Hundred Eighty-One 1955
Chapter Two Hundred Eighty-Two 1962
Chapter Two Hundred Eighty-Three 1969
Chapter Two Hundred Eighty-Four 1976
Chapter Two Hundred Eighty-Five 1983
Chapter Two Hundred Eighty-Six 1990
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Chapter Two Hundred Eighty-Eight 2004
Chapter Two Hundred Eighty-Nine 2011
Chapter Two Hundred Ninety 2018
Chapter Two Hundred Ninety-One 2025
Chapter Two Hundred Ninety-Two 2032
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Chapter Two Hundred Ninety-Four 2046
Chapter Two Hundred Ninety-Five 2053
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Chapter Two Hundred Ninety-Seven 2067
Chapter Two Hundred Ninety-Eight 2074
Chapter Two Hundred Ninety-Nine 2081
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Chapter Three Hundred One 2095
Chapter Three Hundred Two 2102
Chapter Three Hundred Three 2109
Chapter Three Hundred Four 2116
Chapter Three Hundred Five 2123
Chapter Three Hundred Six 2130
Chapter Three Hundred Seven 2137
Chapter Three Hundred Eight 2144
Chapter Three Hundred Nine 2151
Chapter Three Hundred Ten 2158
Chapter Three Hundred Eleven 2165
Chapter Three Hundred Twelve 2172
Chapter Three Hundred Thirteen 2179
Chapter Three Hundred Fourteen 2186
Chapter Three Hundred Fifteen 2193
Chapter Three Hundred Sixteen 2200
Chapter Three Hundred Seventeen 2207
Chapter Three Hundred Eighteen 2214
Chapter Three Hundred Nineteen 2221
Chapter Three Hundred Twenty 2228
Chapter Three Hundred Twenty-One 2235
Chapter Three Hundred Twenty-Two 2242
Chapter Three Hundred Twenty-Three 2249
Chapter Three Hundred Twenty-Four 2256
Chapter Three Hundred Twenty-Five 2263
Chapter Three Hundred Twenty-Six 2270
Chapter Three Hundred Twenty-Seven 2277
Chapter Three Hundred Twenty-Eight 2284
Chapter Three Hundred Twenty-Nine 2291
Chapter Three Hundred Thirty 2298
Chapter Three Hundred Thirty-One 2305
Chapter Three Hundred Thirty-Two 2312
Chapter Three Hundred Thirty-Three 2319
Chapter Three Hundred Thirty-Four 2326
Chapter Three Hundred Thirty-Five 2333
Chapter Three Hundred Thirty-Six 2340
Chapter Three Hundred Thirty-Seven 2347
Chapter Three Hundred Thirty-Eight 2354
Chapter Three Hundred Thirty-Nine 2361
Chapter Three Hundred Forty 2368
Chapter Three Hundred Forty-One 2375
Chapter Three Hundred Forty-Two 2382
Chapter Three Hundred Forty-Three 2389
Chapter Three Hundred Forty-Four 2396
Chapter Three Hundred Forty-Five 2403
Chapter Three Hundred Forty-Six 2410
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Chapter Three Hundred Fifty 2438
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Chapter Three Hundred Fifty-Nine 2501
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Chapter Three Hundred Sixty-Nine 2571
Chapter Three Hundred Seventy 2578
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Chapter Three Hundred Eighty-Seven 2697
Chapter Three Hundred Eighty-Eight 2704
Chapter Three Hundred Eighty-Nine 2711
Chapter Three Hundred Ninety 2718
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Chapter Three Hundred Ninety-Eight 2774
Chapter Three Hundred Ninety-Nine 2781
Chapter Four Hundred 2788
Chapter Four Hundred One 2795
Chapter Four Hundred Two 2802
Chapter Four Hundred Three 2809
Chapter Four Hundred Four 2816
Chapter Four Hundred Five 2823
Chapter Four Hundred Six 2830
Chapter Four Hundred Seven 2837
Chapter Four Hundred Eight 2844
Chapter Four Hundred Nine 2851
Chapter Four Hundred Ten 2858
Chapter Four Hundred Eleven 2865
Chapter Four Hundred Twelve 2872
Chapter Four Hundred Thirteen 2879
Chapter Four Hundred Fourteen 2886
Chapter Four Hundred Fifteen 2893
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Chapter Four Hundred Seventeen 2907
Chapter Four Hundred Eighteen 2914
Chapter Four Hundred Nineteen 2921
Chapter Four Hundred Twenty 2928
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Chapter Four Hundred Twenty-Three 2949
Chapter Four Hundred Twenty-Four 2956
Chapter Four Hundred Twenty-Five 2963
Chapter Four Hundred Twenty-Six 2970
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Chapter Four Hundred Forty 3068
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Chapter Four Hundred Forty-Two 3082
Chapter Four Hundred Forty-Three 3089
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Chapter Four Hundred Forty-Six 3110
Chapter Four Hundred Forty-Seven 3117
Chapter Four Hundred Forty-Eight 3124
Chapter Four Hundred Forty-Nine 3131
Chapter Four Hundred Fifty 3138
Chapter Four Hundred Fifty-One 3145
Chapter Four Hundred Fifty-Two 3152
Chapter Four Hundred Fifty-Three 3159
Chapter Four Hundred Fifty-Four 3166
Chapter Four Hundred Fifty-Five 3173
Chapter Four Hundred Fifty-Six 3180
Chapter Four Hundred Fifty-Seven 3187
Chapter Four Hundred Fifty-Eight 3194
Chapter Four Hundred Fifty-Nine 3201
Chapter Four Hundred Sixty 3208
Chapter Four Hundred Sixty-One 3215
Chapter Four Hundred Sixty-Two 3222
Chapter Four Hundred Sixty-Three 3229
Chapter Four Hundred Sixty-Four 3236
Chapter Four Hundred Sixty-Five 3243
Chapter Four Hundred Sixty-Six 3250
Chapter Four Hundred Sixty-Seven 3257
Chapter Four Hundred Sixty-Eight 3264
Chapter Four Hundred Sixty-Nine 3271
Chapter Four Hundred Seventy 3278
Chapter Four Hundred Seventy-One 3285
Chapter Four Hundred Seventy-Two 3292
Chapter Four Hundred Seventy-Three 3299
Chapter Four Hundred Seventy-Four 3306
Chapter Four Hundred Seventy-Five 3313
Chapter Four Hundred Seventy-Six 3320
Chapter Four Hundred Seventy-Seven 3327
Chapter Four Hundred Seventy-Eight 3334
Chapter Four Hundred Seventy-Nine 3341
Chapter Four Hundred Eighty 3348
Chapter Four Hundred Eighty-One 3355
Chapter Four Hundred Eighty-Two 3362
Chapter Four Hundred Eighty-Three 3369
Chapter Four Hundred Eighty-Four 3376
Chapter Four Hundred Eighty-Five 3383
Chapter Four Hundred Eighty-Six 3390
Chapter Four Hundred Eighty-Seven 3397
Chapter Four Hundred Eighty-Eight 3404
Chapter Four Hundred Eighty-Nine 3411
Chapter Four Hundred Ninety 3418
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Chapter Four Hundred Ninety-Two 3432
Chapter Four Hundred Ninety-Three 3439
Chapter Four Hundred Ninety-Four 3446
Chapter Four Hundred Ninety-Five 3453
Chapter Four Hundred Ninety-Six 3460
Chapter Four Hundred Ninety-Seven 3467
Chapter Four Hundred Ninety-Eight 3474
Chapter Four Hundred Ninety-Nine 3481
Chapter Five Hundred 3488
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Chapter Five Hundred Seven 3537
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Chapter Five Hundred Forty-Five 3803
Chapter Five Hundred Forty-Six 3810
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Chapter Five Hundred Forty-Eight 3824
Chapter Five Hundred Forty-Nine 3831
Chapter Five Hundred Fifty 3838
Chapter Five Hundred Fifty-One 3845
Chapter Five Hundred Fifty-Two 3852
Chapter Five Hundred Fifty-Three 3859
Chapter Five Hundred Fifty-Four 3866
Chapter Five Hundred Fifty-Five 3873
Chapter Five Hundred Fifty-Six 3880
Chapter Five Hundred Fifty-Seven 3887
Chapter Five Hundred Fifty-Eight 3894
Chapter Five Hundred Fifty-Nine 3901
Chapter Five Hundred Sixty 3908
Chapter Five Hundred Sixty-One 3915
Chapter Five Hundred Sixty-Two 3922
Chapter Five Hundred Sixty-Three 3929
Chapter Five Hundred Sixty-Four 3936
Chapter Five Hundred Sixty-Five 3943
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Chapter Five Hundred Sixty-Seven 3957
Chapter Five Hundred Sixty-Eight 3964
Chapter Five Hundred Sixty-Nine 3971
Chapter Five Hundred Seventy 3978
Chapter Five Hundred Seventy-One 3985
Chapter Five Hundred Seventy-Two 3992
Chapter Five Hundred Seventy-Three 3999
Chapter Five Hundred Seventy-Four 4006
Chapter Five Hundred Seventy-Five 4013
Chapter Five Hundred Seventy-Six 4020
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Chapter Five Hundred Seventy-Nine 4041
Chapter Five Hundred Eighty 4048
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Chapter Five Hundred Ninety 4118
Chapter Five Hundred Ninety-One 4125
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Chapter Five Hundred Ninety-Five 4153
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Chapter Five Hundred Ninety-Eight 4174
Chapter Five Hundred Ninety-Nine 4181
Chapter Six Hundred 4188
Chapter Six Hundred One 4195
Chapter Six Hundred Two 4202
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Chapter Six Hundred Five 4223
Chapter Six Hundred Six 4230
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Chapter Six Hundred Nine 4251
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Chapter Six Hundred Eleven 4265
Chapter Six Hundred Twelve 4272
Chapter Six Hundred Thirteen 4279
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Chapter Six Hundred Fifteen 4293
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Chapter Six Hundred Seventeen 4307
Chapter Six Hundred Eighteen 4314
Chapter Six Hundred Nineteen 4321
Chapter Six Hundred Twenty 4328
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Chapter Six Hundred Twenty-Two 4342
Chapter Six Hundred Twenty-Three 4349
Chapter Six Hundred Twenty-Four 4356
Chapter Six Hundred Twenty-Five 4363
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Chapter Six Hundred Twenty-Seven 4377
Chapter Six Hundred Twenty-Eight 4384
Chapter Six Hundred Twenty-Nine 4391
Chapter Six Hundred Thirty 4398
Chapter Six Hundred Thirty-One 4405
Chapter Six Hundred Thirty-Two 4412
Chapter Six Hundred Thirty-Three 4419
Chapter Six Hundred Thirty-Four 4426
Chapter Six Hundred Thirty-Five 4433
Chapter Six Hundred Thirty-Six 4440
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Chapter Six Hundred Thirty-Eight 4454
Chapter Six Hundred Thirty-Nine 4461
Chapter Six Hundred Forty 4468
Chapter Six Hundred Forty-One 4475
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Chapter Six Hundred Forty-Three 4489
Chapter Six Hundred Forty-Four 4496
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Chapter Six Hundred Forty-Eight 4524
Chapter Six Hundred Forty-Nine 4531
Chapter Six Hundred Fifty 4538
Chapter Six Hundred Fifty-One 4545
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Chapter Six Hundred Fifty-Eight 4594
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Chapter Six Hundred Sixty 4608
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Chapter Six Hundred Sixty-Two 4622
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Chapter Six Hundred Sixty-Five 4643
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Chapter Six Hundred Sixty-Eight 4664
Chapter Six Hundred Sixty-Nine 4671
Chapter Six Hundred Seventy 4678
Chapter Six Hundred Seventy-One 4685
Chapter Six Hundred Seventy-Two 4692
Chapter Six Hundred Seventy-Three 4699
Chapter Six Hundred Seventy-Four 4706
Chapter Six Hundred Seventy-Five 4713
Chapter Six Hundred Seventy-Six 4720
Chapter Six Hundred Seventy-Seven 4727
Chapter Six Hundred Seventy-Eight 4734
Chapter Six Hundred Seventy-Nine 4741
Chapter Six Hundred Eighty 4748
Chapter Six Hundred Eighty-One 4755
Chapter Six Hundred Eighty-Two 4762
Chapter Six Hundred Eighty-Three 4769
Chapter Six Hundred Eighty-Four 4776
Chapter Six Hundred Eighty-Five 4783
Chapter Six Hundred Eighty-Six 4790
Chapter Six Hundred Eighty-Seven 4797
Chapter Six Hundred Eighty-Eight 4804
Chapter Six Hundred Eighty-Nine 4811
Chapter Six Hundred Ninety 4818
Chapter Six Hundred Ninety-One 4825
Chapter Six Hundred Ninety-Two 4832
Chapter Six Hundred Ninety-Three 4839
Chapter Six Hundred Ninety-Four 4846
Chapter Six Hundred Ninety-Five 4853
Chapter Six Hundred Ninety-Six 4860
Chapter Six Hundred Ninety-Seven 4867
Chapter Six Hundred Ninety-Eight 4874
Chapter Six Hundred Ninety-Nine 4881
Chapter Seven Hundred 4888
Chapter Seven Hundred One 4895
Chapter Seven Hundred Two 4902
Chapter Seven Hundred Three 4909
Chapter Seven Hundred Four 4916
Chapter Seven Hundred Five 4923
Chapter Seven Hundred Six 4930
Chapter Seven Hundred Seven 4937
Chapter Seven Hundred Eight 4944
Chapter Seven Hundred Nine 4951
Chapter Seven Hundred Ten 4958
Chapter Seven Hundred Eleven 4965
Chapter Seven Hundred Twelve 4972
Chapter Seven Hundred Thirteen 4979
Chapter Seven Hundred Fourteen 4986
Chapter Seven Hundred Fifteen 4993
Chapter Seven Hundred Sixteen 5000
Chapter Seven Hundred Seventeen 5007
Chapter Seven Hundred Eighteen 5014
Chapter Seven Hundred Nineteen 5021
Chapter Seven Hundred Twenty 5028
Chapter Seven Hundred Twenty-One 5035
Chapter Seven Hundred Twenty-Two 5042
Chapter Seven Hundred Twenty-Three 5049
Chapter Seven Hundred Twenty-Four 5056
Chapter Seven Hundred Twenty-Five 5063
Chapter Seven Hundred Twenty-Six 5070
Chapter Seven Hundred Twenty-Seven 5077
Chapter Seven Hundred Twenty-Eight

Mr. Bax -- talented young [illegible] -- [illegible] -- [illegible] --

Chapter 1 1
Chapter 2 2
Chapter 3 3
Chapter 4 4
Chapter 5 5
Chapter 6 6
Chapter 7 7
Chapter 8 8
Chapter 9 9
Chapter 10 10
Chapter 11 11
Chapter 12 12
Chapter 13 13
Chapter 14 14
Chapter 15 15
Chapter 16 16
Chapter 17 17
Chapter 18 18
Chapter 19 19
Chapter 20 20
Chapter 21 21
Chapter 22 22
Chapter 23 23
Chapter 24 24
Chapter 25 25
Chapter 26 26
Chapter 27 27
Chapter 28 28
Chapter 29 29
Chapter 30 30
Chapter 31 31
Chapter 32 32
Chapter 33 33
Chapter 34 34
Chapter 35 35
Chapter 36 36
Chapter 37 37
Chapter 38 38
Chapter 39 39
Chapter 40 40
Chapter 41 41
Chapter 42 42
Chapter 43 43
Chapter 44 44
Chapter 45 45
Chapter 46 46
Chapter 47 47
Chapter 48 48
Chapter 49 49
Chapter 50 50
Chapter 51 51
Chapter 52 52
Chapter 53 53
Chapter 54 54
Chapter 55 55
Chapter 56 56
Chapter 57 57
Chapter 58 58
Chapter 59 59
Chapter 60 60
Chapter 61 61
Chapter 62 62
Chapter 63 63
Chapter 64 64
Chapter 65 65
Chapter 66 66
Chapter 67 67
Chapter 68 68
Chapter 69 69
Chapter 70 70
Chapter 71 71
Chapter 72 72
Chapter 73 73
Chapter 74 74
Chapter 75 75
Chapter 76 76
Chapter 77 77
Chapter 78 78
Chapter 79 79
Chapter 80 80
Chapter 81 81
Chapter 82 82
Chapter 83 83
Chapter 84 84
Chapter 85 85
Chapter 86 86
Chapter 87 87
Chapter 88 88
Chapter 89 89
Chapter 90 90
Chapter 91 91
Chapter 92 92
Chapter 93 93
Chapter 94 94
Chapter 95 95
Chapter 96 96
Chapter 97 97
Chapter 98 98
Chapter 99 99
Chapter 100 100
Chapter 101 101
Chapter 102 102
Chapter 103 103
Chapter 104 104
Chapter 105 105
Chapter 106 106
Chapter 107 107
Chapter 108 108
Chapter 109 109
Chapter 110 110
Chapter 111 111
Chapter 112 112
Chapter 113 113
Chapter 114 114
Chapter 115 115
Chapter 116 116
Chapter 117 117
Chapter 118 118
Chapter 119 119
Chapter 120 120
Chapter 121 121
Chapter 122 122
Chapter 123 123
Chapter 124 124
Chapter 125 125
Chapter 126 126
Chapter 127 127
Chapter 128 128
Chapter 129 129
Chapter 130 130
Chapter 131 131
Chapter 132 132
Chapter 133 133
Chapter 134 134
Chapter 135 135
Chapter 136 136
Chapter 137 137
Chapter 138 138
Chapter 139 139
Chapter 140 140
Chapter 141 141
Chapter 142 142
Chapter 143 143
Chapter 144 144
Chapter 145 145
Chapter 146 146
Chapter 147 147
Chapter 148 148
Chapter 149 149
Chapter 150 150
Chapter 151 151
Chapter 152 152
Chapter 153 153
Chapter 154 154
Chapter 155 155
Chapter 156 156
Chapter 157 157
Chapter 158 158
Chapter 159 159
Chapter 160 160
Chapter 161 161
Chapter 162 162
Chapter 163 163
Chapter 164 164
Chapter 165 165
Chapter 166 166
Chapter 167 167
Chapter 168 168
Chapter 169 169
Chapter 170 170
Chapter 171 171
Chapter 172 172
Chapter 173 173
Chapter 174 174
Chapter 175 175
Chapter 176 176
Chapter 177 177
Chapter 178 178
Chapter 179 179
Chapter 180 180
Chapter 181 181
Chapter 182 182
Chapter 183 183
Chapter 184 184
Chapter 185 185
Chapter 186 186
Chapter 187 187
Chapter 188 188
Chapter 189 189
Chapter 190 190
Chapter 191 191
Chapter 192 192
Chapter 193 193
Chapter 194 194
Chapter 195 195
Chapter 196 196
Chapter 197 197
Chapter 198 198
Chapter 199 199
Chapter 200 200
Chapter 201 201
Chapter 202 202
Chapter 203 203
Chapter 204 204
Chapter 205 205
Chapter 206 206
Chapter 207 207
Chapter 208 208
Chapter 209 209
Chapter 210 210
Chapter 211 211
Chapter 212 212
Chapter 213 213
Chapter 214 214
Chapter 215 215
Chapter 216 216
Chapter 217 217
Chapter 218 218
Chapter 219 219
Chapter 220 220
Chapter 221 221
Chapter 222 222
Chapter 223 223
Chapter 224 224
Chapter 225 225
Chapter 226 226
Chapter 227 227
Chapter 228 228
Chapter 229 229
Chapter 230 230
Chapter 231 231
Chapter 232 232
Chapter 233 233
Chapter 234 234
Chapter 235 235
Chapter 236 236
Chapter 237 237
Chapter 238 238
Chapter 239 239
Chapter 240 240
Chapter 241 241
Chapter 242 242
Chapter 243 243
Chapter 244 244
Chapter 245 245
Chapter 246 246
Chapter 247 247
Chapter 248 248
Chapter 249 249
Chapter 250 250
Chapter 251 251
Chapter 252 252
Chapter 253 253
Chapter 254 254
Chapter 255 255
Chapter 256 256
Chapter 257 257
Chapter 258 258
Chapter 259 259
Chapter 260 260
Chapter 261 261
Chapter 262 262
Chapter 263 263
Chapter 264 264
Chapter 265 265
Chapter 266 266
Chapter 267 267
Chapter 268 268
Chapter 269 269
Chapter 270 270
Chapter 271 271
Chapter 272 272
Chapter 273 273
Chapter 274 274
Chapter 275 275
Chapter 276 276
Chapter 277 277
Chapter 278 278
Chapter 279 279
Chapter 280 280
Chapter 281 281
Chapter 282 282
Chapter 283 283
Chapter 284 284
Chapter 285 285
Chapter 286 286
Chapter 287 287
Chapter 288 288
Chapter 289 289
Chapter 290 290
Chapter 291 291
Chapter 292 292
Chapter 293 293
Chapter 294 294
Chapter 295 295
Chapter 296 296
Chapter 297 297
Chapter 298 298
Chapter 299 299
Chapter 300 300
Chapter 301 301
Chapter 302 302
Chapter 303 303
Chapter 304 304
Chapter 305 305
Chapter 306 306
Chapter 307 307
Chapter 308 308
Chapter 309 309
Chapter 310 310
Chapter 311 311
Chapter 312 312
Chapter 313 313
Chapter 314 314
Chapter 315 315
Chapter 316 316
Chapter 317 317
Chapter 318 318
Chapter 319 319
Chapter 320 320
Chapter 321 321
Chapter 322 322
Chapter 323 323
Chapter 324 324
Chapter 325 325
Chapter 326 326
Chapter 327 327
Chapter 328 328
Chapter 329 329
Chapter 330 330
Chapter 331 331
Chapter 332 332
Chapter 333 333
Chapter 334 334
Chapter 335 335
Chapter 336 336
Chapter 337 337
Chapter 338 338
Chapter 339 339
Chapter 340 340
Chapter 341 341
Chapter 342 342
Chapter 343 343
Chapter 344 344
Chapter 345 345
Chapter 346 346
Chapter 347 347
Chapter 348 348
Chapter 349 349
Chapter 350 350
Chapter 351 351
Chapter 352 352
Chapter 353 353
Chapter 354 354
Chapter 355 355
Chapter 356 356
Chapter 357 357
Chapter 358 358
Chapter 359 359
Chapter 360 360
Chapter 361 361
Chapter 362 362
Chapter 363 363
Chapter 364 364
Chapter 365 365
Chapter 366 366
Chapter 367 367
Chapter 368 368
Chapter 369 369
Chapter 370 370
Chapter 371 371
Chapter 372 372
Chapter 373 373
Chapter 374 374
Chapter 375 375
Chapter 376 376
Chapter 377 377
Chapter 378 378
Chapter 379 379
Chapter 380 380
Chapter 381 381
Chapter 382 382
Chapter 383 383
Chapter 384 384
Chapter 385 385
Chapter 386 386
Chapter 387 387
Chapter 388 388
Chapter 389 389
Chapter 390 390
Chapter 391 391
Chapter 392 392
Chapter 393 393
Chapter 394 394
Chapter 395 395
Chapter 396 396
Chapter 397 397
Chapter 398 398
Chapter 399 399
Chapter 400 400
Chapter 401 401
Chapter 402 402
Chapter 403 403
Chapter 404 404
Chapter 405 405
Chapter 406 406
Chapter 407 407
Chapter 408 408
Chapter 409 409
Chapter 410 410
Chapter 411 411
Chapter 412 412
Chapter 413 413
Chapter 414 414
Chapter 415 415
Chapter 416 416
Chapter 417 417
Chapter 418 418
Chapter 419 419
Chapter 420 420
Chapter 421 421
Chapter 422 422
Chapter 423 423
Chapter 424 424
Chapter 425 425
Chapter 426 426
Chapter 427 427
Chapter 428 428
Chapter 429 429
Chapter 430 430
Chapter 431 431
Chapter 432 432
Chapter 433 433
Chapter 434 434
Chapter 435 435
Chapter 436 436
Chapter 437 437
Chapter 438 438
Chapter 439 439
Chapter 440 440
Chapter 441 441
Chapter 442 442
Chapter 443 443
Chapter 444 444
Chapter 445 445
Chapter 446 446
Chapter 447 447
Chapter 448 448
Chapter 449 449
Chapter 450 450
Chapter 451 451
Chapter 452 452
Chapter 453 453
Chapter 454 454
Chapter 455 455
Chapter 456 456
Chapter 457 457
Chapter 458 458
Chapter 459 459
Chapter 460 460
Chapter 461 461
Chapter 462 462
Chapter 463 463
Chapter 464 464
Chapter 465 465
Chapter 466 466
Chapter 467 467
Chapter 468 468
Chapter 469 469
Chapter 470 470
Chapter 471 471
Chapter 472 472
Chapter 473 473
Chapter 474 474
Chapter 475 475
Chapter 476 476
Chapter 477 477
Chapter 478 478
Chapter 479 479
Chapter 480 480
Chapter 481 481
Chapter 482 482
Chapter 483 483
Chapter 484 484
Chapter 485 485
Chapter 486 486
Chapter 487 487
Chapter 488 488
Chapter 489 489
Chapter 490 490
Chapter 491 491
Chapter 492 492
Chapter 493 493
Chapter 494 494
Chapter 495 495
Chapter 496 496
Chapter 497 497
Chapter 498 498
Chapter 499 499
Chapter 500 500
Chapter 501 501
Chapter 502 502
Chapter 503 503
Chapter 504 504
Chapter 505 505
Chapter 506 506
Chapter 507 507
Chapter 508 508
Chapter 509 509
Chapter 510 510
Chapter 511 511
Chapter 512 512
Chapter 513 513
Chapter 514 514
Chapter 515 515
Chapter 516 516
Chapter 517 517
Chapter 518 518
Chapter 519 519
Chapter 520 520
Chapter 521 521
Chapter 522 522
Chapter 523 523
Chapter 524 524
Chapter 525 525
Chapter 526 526
Chapter 527 527
Chapter 528 528
Chapter 529 529
Chapter 530 530
Chapter 531 531
Chapter 532 532
Chapter 533 533
Chapter 534 534
Chapter 535 535
Chapter 536 536
Chapter 537 537
Chapter 538 538
Chapter 539 539
Chapter 540 540
Chapter 541 541
Chapter 542 542
Chapter 543 543
Chapter 544 544
Chapter 545 545
Chapter 546 546
Chapter 547 547
Chapter 548 548
Chapter 549 549
Chapter 550 550
Chapter 551 551
Chapter 552 552
Chapter 553 553
Chapter 554 554
Chapter 555 555
Chapter 556 556
Chapter 557 557
Chapter 558 558
Chapter 559 559
Chapter 560 560
Chapter 561 561
Chapter 562 562
Chapter 563 563
Chapter 564 564
Chapter 565 565
Chapter 566 566
Chapter 567 567
Chapter 568 568
Chapter 569 569
Chapter 570 570
Chapter 571 571
Chapter 572 572
Chapter 573 573
Chapter 574 574
Chapter 575 575
Chapter 576 576
Chapter 577 577
Chapter 578 578
Chapter 579 579
Chapter 580 580
Chapter 581 581
Chapter 582 582
Chapter 583 583
Chapter 584 584
Chapter 585 585
Chapter 586 586
Chapter 587 587
Chapter 588 588
Chapter 589 589
Chapter 590 590
Chapter 591 591
Chapter 592 592
Chapter 593 593
Chapter 594 594
Chapter 595 595
Chapter 596 596
Chapter 597 597
Chapter 598 598
Chapter 599 599
Chapter 600 600
Chapter 601 601
Chapter 602 602
Chapter 603 603
Chapter 604 604
Chapter 605 605
Chapter 606 606
Chapter 607 607
Chapter 608 608
Chapter 609 609
Chapter 610 610
Chapter 611 611
Chapter 612 612
Chapter 613 613
Chapter 614 614
Chapter 615 615
Chapter 616 616
Chapter 617 617
Chapter 618 618
Chapter 619 619
Chapter 620 620
Chapter 621 621
Chapter 622 622
Chapter 623 623
Chapter 624 624
Chapter 625 625
Chapter 626 626
Chapter 627 627
Chapter 628 628
Chapter 629 629
Chapter 630 630
Chapter 631 631
Chapter 632 632
Chapter 633 633
Chapter 634 634
Chapter 635 635
Chapter 636 636
Chapter 637 637
Chapter 638 638
Chapter 639 639
Chapter 640 640
Chapter 641 641
Chapter 642 642
Chapter 643 643
Chapter 644 644
Chapter 645 645
Chapter 646 646
Chapter 647 647
Chapter 648 648
Chapter 649 649
Chapter 650 650
Chapter 651 651
Chapter 652 652
Chapter 653 653
Chapter 654 654
Chapter 655 655
Chapter 656 656
Chapter 657 657
Chapter 658 658
Chapter 659 659
Chapter 660 660
Chapter 661 661
Chapter 662 662
Chapter 663 663
Chapter 664 664
Chapter 665 665
Chapter 666 666
Chapter 667 667
Chapter 668 668
Chapter 669 669
Chapter 670 670
Chapter 671 671
Chapter 672 672
Chapter 673 673
Chapter 674 674
Chapter 675 675
Chapter 676 676
Chapter 677 677
Chapter 678 678
Chapter 679 679
Chapter 680 680
Chapter 681 681
Chapter 682 682
Chapter 683 683
Chapter 684 684
Chapter 685 685
Chapter 686 686
Chapter 687 687
Chapter 688 688
Chapter 689 689
Chapter 690 690
Chapter 691 691
Chapter 692 692
Chapter 693 693
Chapter 694 694
Chapter 695 695
Chapter 696 696
Chapter 697 697
Chapter 698 698
Chapter 699 699
Chapter 700 700
Chapter 701 701
Chapter 702 702
Chapter 703 703
Chapter 704 704
Chapter 705 705
Chapter 706 706
Chapter 707 707
Chapter 708 708
Chapter 709 709
Chapter 710 710
Chapter 711 711
Chapter 712 712
Chapter 713 713
Chapter 714 714
Chapter 715 715
Chapter 716 716
Chapter 717 717
Chapter 718 718
Chapter 719 719
Chapter 720 720
Chapter 721 721
Chapter 722 722
Chapter 723 723
Chapter 724 724
Chapter 725 725
Chapter 726 726
Chapter 727 727
Chapter 728 728
Chapter 729 729
Chapter 730 730
Chapter 731 731
Chapter 732 732
Chapter 733 733
Chapter 734 734
Chapter 735 735
Chapter 736 736
Chapter 737 737
Chapter 738 738
Chapter 739 739
Chapter 740 740
Chapter 741 741
Chapter 742 742
Chapter 743 743
Chapter 744 744
Chapter 745 745
Chapter 746 746
Chapter 747 747
Chapter 748 748
Chapter 749 749
Chapter 750 750
Chapter 751 751
Chapter 752 752
Chapter 753 753
Chapter 754 754
Chapter 755 755
Chapter 756 756
Chapter 757 757
Chapter 758 758
Chapter 759 759
Chapter 760 760
Chapter 761 761
Chapter 762 762
Chapter 763 763
Chapter 764 764
Chapter 765 765
Chapter 766 766
Chapter 767 767
Chapter 768 768
Chapter 769 769
Chapter 770 770
Chapter 771 771
Chapter 772 772
Chapter 773 773
Chapter 774 774
Chapter 775 775
Chapter 776 776
Chapter 777 777
Chapter 778 778
Chapter 779 779
Chapter 780 780
Chapter 781 781
Chapter 782 782
Chapter 783 783
Chapter 784 784
Chapter 785 785
Chapter 786 786
Chapter 787 787
Chapter 788 788
Chapter 789 789
Chapter 790 790
Chapter 791 791
Chapter 792 792
Chapter 793 793
Chapter 794 794
Chapter 795 795
Chapter 796 796
Chapter 797 797
Chapter 798 798
Chapter 799 799
Chapter 800 800
Chapter 801 801
Chapter 802 802
Chapter 803 803
Chapter 804 804
Chapter 805 805
Chapter 806 806
Chapter 807 807
Chapter 808 808
Chapter 809 809
Chapter 810 810
Chapter 811 811
Chapter 812 812
Chapter 813 813
Chapter 814 814
Chapter 815 815
Chapter 816 816
Chapter 817 817
Chapter 818 818
Chapter 819 819
Chapter 820 820
Chapter 821 821
Chapter 822 822
Chapter 823 823
Chapter 824 824
Chapter 825 825
Chapter 826 826
Chapter 827 827
Chapter 828 828
Chapter 829 829
Chapter 830 830
Chapter 831 831
Chapter 832 832
Chapter 833 833
Chapter 834 834
Chapter 835 835
Chapter 836 836
Chapter 837 837
Chapter 838 838
Chapter 839 839
Chapter 840 840
Chapter 841 841
Chapter 842 842
Chapter 843 843
Chapter 844 844
Chapter 845 845
Chapter 846 846
Chapter 847 847
Chapter 848 848
Chapter 849 849
Chapter 850 850
Chapter 851 851
Chapter 852 852
Chapter 853 853
Chapter 854 854
Chapter 855 855
Chapter 856 856
Chapter 857 857
Chapter 858 858
Chapter 859 859
Chapter 860 860
Chapter 861 861
Chapter 862 862
Chapter 863 863
Chapter 864 864
Chapter 865 865
Chapter 866 866
Chapter 867 867
Chapter 868 868
Chapter 869 869
Chapter 870 870
Chapter 871 871
Chapter 872 872
Chapter 873 873
Chapter 874 874
Chapter 875 875
Chapter 876 876
Chapter 877 877
Chapter 878 878
Chapter 879 879
Chapter 880 880
Chapter 881 881
Chapter 882 882
Chapter 883 883
Chapter 884 884
Chapter 885 885
Chapter 886 886
Chapter 887 887
Chapter 888 888
Chapter 889 889
Chapter 890 890
Chapter 891 891
Chapter 892 892
Chapter 893 893
Chapter 894 894
Chapter 895 895
Chapter 896 896
Chapter 897 897
Chapter 898 898
Chapter 899 899
Chapter 900 900
Chapter 901 901
Chapter 902 902
Chapter 903 903
Chapter 904 904
Chapter 905 905
Chapter 906 906
Chapter 907 907
Chapter 908 908
Chapter 909 909
Chapter 910 910
Chapter 911 911
Chapter 912 912
Chapter 913 913
Chapter 914 914
Chapter 915 915
Chapter 916 916
Chapter 917 917
Chapter 918 918
Chapter 919 919
Chapter 920 920
Chapter 921 921
Chapter 922 922
Chapter 923 923
Chapter 924 924
Chapter 925 925
Chapter 926 926
Chapter 927 927
Chapter 928 928
Chapter 929 929
Chapter 930 930
Chapter 931 931
Chapter 932 932
Chapter 933 933
Chapter 934 934
Chapter 935 935
Chapter 936 936
Chapter 937 937
Chapter 938 938
Chapter 939 939
Chapter 940 940
Chapter 941 941
Chapter 942 942
Chapter 943 943
Chapter 944 944
Chapter 945 945
Chapter 946 946
Chapter 947 947
Chapter 948 948
Chapter 949 949
Chapter 950 950
Chapter 951 951
Chapter 952 952
Chapter 953 953
Chapter 954 954
Chapter 955 955
Chapter 956 956
Chapter 957 957
Chapter 958 958
Chapter 959 959
Chapter 960 960
Chapter 961 961
Chapter 962 962
Chapter 963 963
Chapter 964 964
Chapter 965 965
Chapter 966 966
Chapter 967 967
Chapter 968 968
Chapter 969 969
Chapter 970 970
Chapter 971 971
Chapter 972 972
Chapter 973 973
Chapter 974 974
Chapter 975 975
Chapter 976 976
Chapter 977 977
Chapter 978 978
Chapter 979 979
Chapter 980 980
Chapter 981 981
Chapter 982 982
Chapter 983 983
Chapter 984 984
Chapter 985 985
Chapter 986 986
Chapter 987 987
Chapter 988 988
Chapter 989 989
Chapter 990 990
Chapter 991 991
Chapter 992 992
Chapter 993 993
Chapter 994 994
Chapter 995 995
Chapter 996 996
Chapter 997 997
Chapter 998 998
Chapter 999 999
Chapter 1000 1000

Contents

Introduction
Chapter 1
Chapter 2
Chapter 3
Chapter 4
Chapter 5
Chapter 6
Chapter 7
Chapter 8
Chapter 9
Chapter 10
Chapter 11
Chapter 12
Chapter 13
Chapter 14
Chapter 15
Chapter 16
Chapter 17
Chapter 18
Chapter 19
Chapter 20
Chapter 21
Chapter 22
Chapter 23
Chapter 24
Chapter 25
Chapter 26
Chapter 27
Chapter 28
Chapter 29
Chapter 30
Chapter 31
Chapter 32
Chapter 33
Chapter 34
Chapter 35
Chapter 36
Chapter 37
Chapter 38
Chapter 39
Chapter 40
Chapter 41
Chapter 42
Chapter 43
Chapter 44
Chapter 45
Chapter 46
Chapter 47
Chapter 48
Chapter 49
Chapter 50
Chapter 51
Chapter 52
Chapter 53
Chapter 54
Chapter 55
Chapter 56
Chapter 57
Chapter 58
Chapter 59
Chapter 60
Chapter 61
Chapter 62
Chapter 63
Chapter 64
Chapter 65
Chapter 66
Chapter 67
Chapter 68
Chapter 69
Chapter 70
Chapter 71
Chapter 72
Chapter 73
Chapter 74
Chapter 75
Chapter 76
Chapter 77
Chapter 78
Chapter 79
Chapter 80
Chapter 81
Chapter 82
Chapter 83
Chapter 84
Chapter 85
Chapter 86
Chapter 87
Chapter 88
Chapter 89
Chapter 90
Chapter 91
Chapter 92
Chapter 93
Chapter 94
Chapter 95
Chapter 96
Chapter 97
Chapter 98
Chapter 99
Chapter 100
Chapter 101
Chapter 102
Chapter 103
Chapter 104
Chapter 105
Chapter 106
Chapter 107
Chapter 108
Chapter 109
Chapter 110
Chapter 111
Chapter 112
Chapter 113
Chapter 114
Chapter 115
Chapter 116
Chapter 117
Chapter 118
Chapter 119
Chapter 120
Chapter 121
Chapter 122
Chapter 123
Chapter 124
Chapter 125
Chapter 126
Chapter 127
Chapter 128
Chapter 129
Chapter 130
Chapter 131
Chapter 132
Chapter 133
Chapter 134
Chapter 135
Chapter 136
Chapter 137
Chapter 138
Chapter 139
Chapter 140
Chapter 141
Chapter 142
Chapter 143
Chapter 144
Chapter 145
Chapter 146
Chapter 147
Chapter 148
Chapter 149
Chapter 150
Chapter 151
Chapter 152
Chapter 153
Chapter 154
Chapter 155
Chapter 156
Chapter 157
Chapter 158
Chapter 159
Chapter 160
Chapter 161
Chapter 162
Chapter 163
Chapter 164
Chapter 165
Chapter 166
Chapter 167
Chapter 168
Chapter 169
Chapter 170
Chapter 171
Chapter 172
Chapter 173
Chapter 174
Chapter 175
Chapter 176
Chapter 177
Chapter 178
Chapter 179
Chapter 180
Chapter 181
Chapter 182
Chapter 183
Chapter 184
Chapter 185
Chapter 186
Chapter 187
Chapter 188
Chapter 189
Chapter 190
Chapter 191
Chapter 192
Chapter 193
Chapter 194
Chapter 195
Chapter 196
Chapter 197
Chapter 198
Chapter 199
Chapter 200
Chapter 201
Chapter 202
Chapter 203
Chapter 204
Chapter 205
Chapter 206
Chapter 207
Chapter 208
Chapter 209
Chapter 210
Chapter 211
Chapter 212
Chapter 213
Chapter 214
Chapter 215
Chapter 216
Chapter 217
Chapter 218
Chapter 219
Chapter 220
Chapter 221
Chapter 222
Chapter 223
Chapter 224
Chapter 225
Chapter 226
Chapter 227
Chapter 228
Chapter 229
Chapter 230
Chapter 231
Chapter 232
Chapter 233
Chapter 234
Chapter 235
Chapter 236
Chapter 237
Chapter 238
Chapter 239
Chapter 240
Chapter 241
Chapter 242
Chapter 243
Chapter 244
Chapter 245
Chapter 246
Chapter 247
Chapter 248
Chapter 249
Chapter 250
Chapter 251
Chapter 252
Chapter 253
Chapter 254
Chapter 255
Chapter 256
Chapter 257
Chapter 258
Chapter 259
Chapter 260
Chapter 261
Chapter 262
Chapter 263
Chapter 264
Chapter 265
Chapter 266
Chapter 267
Chapter 268
Chapter 269
Chapter 270
Chapter 271
Chapter 272
Chapter 273
Chapter 274
Chapter 275
Chapter 276
Chapter 277
Chapter 278
Chapter 279
Chapter 280
Chapter 281
Chapter 282
Chapter 283
Chapter 284
Chapter 285
Chapter 286
Chapter 287
Chapter 288
Chapter 289
Chapter 290
Chapter 291
Chapter 292
Chapter 293
Chapter 294
Chapter 295
Chapter 296
Chapter 297
Chapter 298
Chapter 299
Chapter 300
Chapter 301
Chapter 302
Chapter 303
Chapter 304
Chapter 305
Chapter 306
Chapter 307
Chapter 308
Chapter 309
Chapter 310
Chapter 311
Chapter 312
Chapter 313
Chapter 314
Chapter 315
Chapter 316
Chapter 317
Chapter 318
Chapter 319
Chapter 320
Chapter 321
Chapter 322
Chapter 323
Chapter 324
Chapter 325
Chapter 326
Chapter 327
Chapter 328
Chapter 329
Chapter 330
Chapter 331
Chapter 332
Chapter 333
Chapter 334
Chapter 335
Chapter 336
Chapter 337
Chapter 338
Chapter 339
Chapter 340
Chapter 341
Chapter 342
Chapter 343
Chapter 344
Chapter 345
Chapter 346
Chapter 347
Chapter 348
Chapter 349
Chapter 350
Chapter 351
Chapter 352
Chapter 353
Chapter 354
Chapter 355
Chapter 356
Chapter 357
Chapter 358
Chapter 359
Chapter 360
Chapter 361
Chapter 362
Chapter 363
Chapter 364
Chapter 365
Chapter 366
Chapter 367
Chapter 368
Chapter 369
Chapter 370
Chapter 371
Chapter 372
Chapter 373
Chapter 374
Chapter 375
Chapter 376
Chapter 377
Chapter 378
Chapter 379
Chapter 380
Chapter 381
Chapter 382
Chapter 383
Chapter 384
Chapter 385
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Chapter 389
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Chapter 391
Chapter 392
Chapter 393
Chapter 394
Chapter 395
Chapter 396
Chapter 397
Chapter 398
Chapter 399
Chapter 400
Chapter 401
Chapter 402
Chapter 403
Chapter 404
Chapter 405
Chapter 406
Chapter 407
Chapter 408
Chapter 409
Chapter 410
Chapter 411
Chapter 412
Chapter 413
Chapter 414
Chapter 415
Chapter 416
Chapter 417
Chapter 418
Chapter 419
Chapter 420
Chapter 421
Chapter 422
Chapter 423
Chapter 424
Chapter 425
Chapter 426
Chapter 427
Chapter 428
Chapter 429
Chapter 430
Chapter 431
Chapter 432
Chapter 433
Chapter 434
Chapter 435
Chapter 436
Chapter 437
Chapter 438
Chapter 439
Chapter 440
Chapter 441
Chapter 442
Chapter 443
Chapter 444
Chapter 445
Chapter 446
Chapter 447
Chapter 448
Chapter 449
Chapter 450
Chapter 451
Chapter 452
Chapter 453
Chapter 454
Chapter 455
Chapter 456
Chapter 457
Chapter 458
Chapter 459
Chapter 460
Chapter 461
Chapter 462
Chapter 463
Chapter 464
Chapter 465
Chapter 466
Chapter 467
Chapter 468
Chapter 469
Chapter 470
Chapter 471
Chapter 472
Chapter 473
Chapter 474
Chapter 475
Chapter 476
Chapter 477
Chapter 478
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Chapter 480
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Title

Subtitle

Body text.

Re: [illegible] [illegible] v. [illegible]

No. [illegible]

[illegible]

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Date [illegible] Number of the Song Title

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The Will of [illegible]

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Sample Document

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Sed ut perspiciatis unde omnis iste natus error sit voluptatem accusantium doloremque laudantium, totam rem aperiam, eaque ipsa quae ab illo inventore veritatis et quasi architecto beatae vitae dicta sunt explicabo. Nemo enim ipsam voluptatem quia voluptas sit aspernatur aut odit aut fugit, sed quia consequuntur magni dolores eos qui ratione voluptatem sequi nesciunt.

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Case No. 2024-CV-0147

Plaintiff's Motion for Summary Judgment

Defendant's Response in Opposition

Hearing Date: March 15, 2024

Time: 9:00 a.m.

Courtroom: 4B

Judge: Hon. Patricia L. Whitmore

Clerk: Jennifer Alvarez

Court Reporter: Not Recorded

Bailiff: Officer Thomas Reed

Interpreter: None Required

Witnesses Sworn: None

Exhibits Admitted: None

Motion Granted: Yes

Motion Denied: No

Motion Granted in Part: No

Order Signed: March 15, 2024

Effective Date: March 15, 2024

Compliance Deadline: April 15, 2024

Status Conference: April 22, 2024

Trial Date: May 6, 2024

Jury Demand: Withdrawn

Settlement Conference: Scheduled

Mediation: Ordered

Referral: Magistrate Judge Kim

Pretrial Conference: April 29, 2024

Final Pretrial Order: Due April 29, 2024

Motions in Limine: Due April 29, 2024

Proposed Jury Instructions: Due April 29, 2024

Verdict Form: Due April 29, 2024

Witness Lists: Due April 29, 2024

Exhibit Lists: Due April 29, 2024

Deposition Designations: Due April 29, 2024

Objections: Due May 1, 2024

Trial Length: 3 days

Courtroom Technology: Available

Interpreter Needed: No

Special Accommodations: None

Notes: Plaintiff to submit proposed order within 5 days.

Defendant to file objections within 10 days.

Hearing continued from February 16, 2024.

Motion taken under advisement.

Ruling issued from the bench.

Parties present.

Counsel present.

Court in session.

Court adjourned.

Next hearing: April 22, 2024.

Minute entry prepared by Jennifer Alvarez.

Signed: Hon. Patricia L. Whitmore

Dated: March 15, 2024

Filed: March 15, 2024

Docket entry: 47

Page 2 of 2

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Register, the Lord Chancellor, Lord Privy Seal, Lord President of the Council, Principal Secretaries of State, Lord Chief Justice of the King's Bench, Master of the Rolls, Lord Chief Justice of the Common Pleas, Lord Chief Baron of the Exchequer, Judges, Chief Clerk of the Crown in Chancery, Attorney General, Solicitor General, Serjeant at Law, Chief Clerk of the Petty Bag, Clerk of the Hanaper, Clerk of the Crown in the King's Bench, Clerk of the Crown in Chancery, Clerk of the Common Pleas, Clerk of the Pipe, Clerk of the Pleas, Clerk of the Exchequer

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Mr. Speaker, Sir,

Where do we, the Opposition, stand?

Mr. Speaker, Sir, I have listened to the Budget Speech [illegible] and I am sorry to say that I am not impressed by it. [illegible] Budget Speech [illegible] Budget Speech [illegible] Budget Speech

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IN REPLY REFER TO: [illegible] THE SECRETARY OF STATE [illegible]
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